

Ministry of Transportation and Highways

Lake and River Ferries



Province of British Columbia
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and Highways

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Francois Lake Ferry OMINECA PRINCESS leaving for Southbank.

— Frank A. Clapp photograph

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Introduction

Rugged mountains, long narrow lakes, fast flowing rivers and fiord-like inlets are the dominant physical features of British Columbia. The many mountain ranges within the Province generally lie in a northwesterly direction and have always been formidable barriers to east-west transportation routes. In locating highways through the mountains, engineers have taken advantage of valleys and plateaux in order to avoid steep mountain grades and lake and river crossings. However, it is not always possible to avoid the water barriers, nor is it feasible to bridge some of them. It is at such points that ferry crossings are to be found.

Many of the rivers now crossed by ferries were used from the fur trading days until the coming of railroads and highways as avenues of transportation. Steam powered stern-wheelers followed the traders' canoe to serve as links between communities along the banks of the Columbia, Fraser, Kootenay, Nechako, Peace, Skeena and Thompson Rivers. Stern-wheelers also provided access to settlements on Arrow, Kootenay Okanagan and Shuswap Lakes as well as to those on other smaller lakes and rivers.

As the road system of the Province's Interior developed, and our desire to move more freely between communities increased, the same waterways became obstacles to overcome. As a result through the years the Provincial Government has issued ferry charters or installed ferries of its own at over 140 sites. At one time or another on the Fraser, the Province's longest river, no fewer than 35 ferry crossing locations have been established between Croydon near its headwaters and Ladner near its mouth.

Today ferries provide frequent and convenient service for the travelling public but it has not always been this way. In the mid 1800s when there was little traffic the ferries were operated at the convenience of the ferryman. In those days a traveller frequently had to wait for the ferryman to return from his duties about his farm or home site or on occasion from a hunting trip. The ferrymen then held charters for the services they provided. The charter was awarded after tenders were called and usually read — "Sealed tenders will be received . . . to construct and operate a ferry scow and all the necessary appliances, to maintain same in good order and to operate the ferry without cost to the Government. The ferry to carry not less than 10 pack animals at one time. Officers and freight of the Provincial Government to travel free". In consideration for this the ferry operator paid the Government a yearly rental and provided a schedule of rates.

As an example, in 1864 a John Galbraith held a charter for a ferry across the Kootenay River near Fort Steele. For this he paid the Government \$500 a year. In 1871 he was permitted to charge \$1 for loaded animals, 50 cents for unloaded animals, foot passengers and cattle and 25 cents for sheep, hogs and goats. Government officers and their animals were carried free.



— Credit Glenbow Archives

This 1888 photograph shows the Galbraith ferry which operated on the Kootenay River a short distance upstream from the Fort Steele bridge on Highway 95.

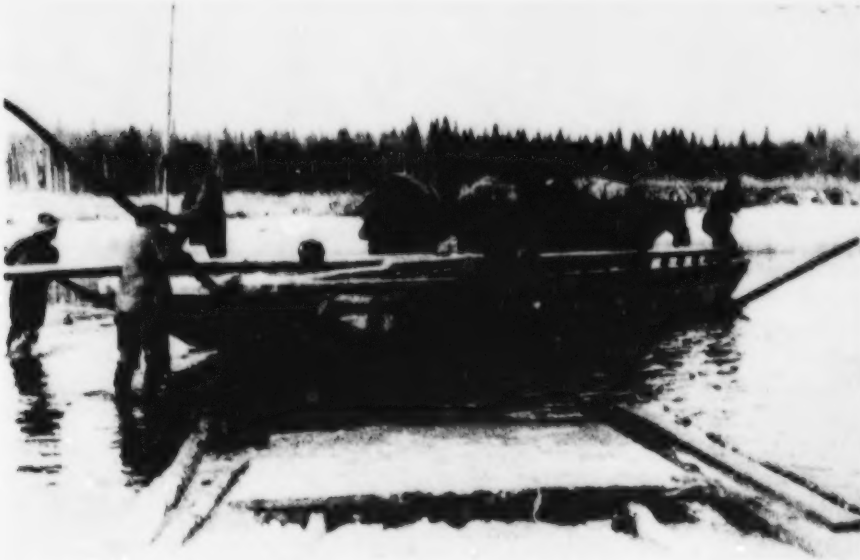
There have been many types of ferries used on the rivers and lakes of the Province. Some of the earlier ones were rowboats or canoes or simply logs. At some of the crossings the ferry was unattended, the boat being rigged so that the traveller could pull it across if the boat was on the opposite side of the river when he arrived at the crossing. The last ferry of this type was in use until 1969 at Herrling Slough, a backwater of the Fraser River, a short distance west of Hope.

The same arrangement was used for log raft ferries that were installed to assist travellers with their horses and wagons. A raft ferry of this type was used where the trail from Hazelton to Manson Creek crossed the narrows on Germansen Lake. The ferry was placed there in order to assist miners and traders on their way to the Omineca gold fields.

Log rafts pushed by launches were used as ferries at Needles on Lower Arrow Lake and at Arrow Park on the Columbia River. These ferries usually had a one-team and wagon or one-car capacity.

Scows or barges have been used as ferries at many sites on rivers and lakes as well as on the Coast. The methods of moving them across the water have been as varied as the scows appearance. Many were moved by the rivers' current, some were winched by hand, others by motor. Some were moved by paddle wheels, others by propeller, some were pushed by pole, others were pulled by hand, while many were simply rowed.

Another type of ferry that came into use around 1910 was made up of two rowboat-like hulls that had a deck spanning them. Known as a pontoon ferry it was an improvement in design over the scow that was moved by the rivers' current.



The Fort St. James ferry on the Stuart River near the site of today's bridge crossing on Highway 27 was a private one that was poled across the river. It was used until the Ministry installed a reaction ferry at the crossing in 1916. The picture was taken in 1912 and shows a survey crew about to ferry their horses across.



— Credit Provincial Archives

This small ferry was used by prospectors and travellers to cross the Incomappleux (Fish) River near Cambourne at the east end of Upper Arrow Lake. The man on the right is pulling the ferry across the river.



Several methods have been used to move ferry scows across the rivers. Paddle wheels were used on two ferries the Ministry operated on the Kootenay River west of Creston. This ferry was in use from 1937 until 1950 when it was replaced by a larger one of the same type. Ferry service at the site began in 1910 and ended upon completion of a bridge in October 1973.



In 1937 this one-car ferry was used to cross the Halfway River on the Fort St. John to Hudson Hope road.

Aerial basket ferries have been used at many points (a few still are in use) to assist settlers, miners and surveyors cross over fast flowing rivers and over the ice in winter.

In 1937, on the Halfway River between Fort St. John and Hudson Hope an unusual ferry was used for a time while a bridge was being built. This ferry which could carry only one car consisted of a 10.4-metre (34 feet) power boat and a 9.8 metre (32 feet) rowboat with a narrow deck between them.

In the Ministry of Transportation and Highways' organisational structure the administration of ferries rests with the Bridge Branch and specifically under the Marine Manager. This official is responsible for establishing standards for an efficient and a safe ferry service for the travelling public. He also provides expertise for the operation of the ferry fleet under the terms of the *Canada Shipping Act*, the *Ferries Act*, the *Aerial Tramway Act* and several other acts and regulations. In addition he interprets and advises the Assistant Deputy Minister, Highway Operations concerning the Ministry's policies, Government policies, the *Canada Shipping Act* and other statutes and regulations that apply to ferry operations.

The day to day operation of the ferries is the responsibility of the Route Manager in whichever of the Ministry's 26 Highway Districts the ferry is located. The Route Manager prepares an annual operating plan for each of the routes under his care. Items for which he must plan are an operating budget, ferry manning and training schedule, and a ferry refit and preventive maintenance schedule.

Presently the Ministry of Transportation and Highways (hereafter referred to as Ministry) provides service on 13 routes and subsidizes the operation of one. The Ministry operates 15 of the 17 Government owned ferries and contracts out the operation of two others. The ferries operated by the Ministry are of three distinct types . . . Reaction Pontoon, Power Cable and Certified Ferries.



Reaction Ferries

Once the most common of all carriers employed by the Ministry, the reaction ferry, over the years, has been used at no fewer than 75 sites throughout the Province. For a few years during the 1920's there were 35 of them in use. Presently, as a result of declining use, road relocation and extensive highway building programmes since 1945, there are only six in use today.

The reaction ferry, consisting of two steel pontoons with a wooden deck bridging them, is designed to cross rivers with strong currents. To operate this type of ferry it is necessary to have an overhead cable suspended from towers anchored on either bank of the river. A "traveller" is installed on the cable and the ferry is attached to it by means of a bridle cable. To move across the river the operator puts a few turns of the bridle cable around a hand operated drum on the ferry. When the drum is in its central position the bridle holds the ferry's pontoons parallel to the river current with the bow facing upstream. As the drum is revolved a few turns the bow angle changes. Then, with the force of the river current against the pontoon, the ferry moves across the river. A reaction ferry is economical to operate since it can be handled by one man.

In the winter, when ice makes it dangerous to operate a reaction ferry and before the rivers freeze sufficiently to build an ice bridge and again later during breakup, the ferry is pulled out of the river and a cable basket is used to transport passengers across the river. As a rule the basket is suspended from a tower situated upstream from the ferry.

The first use of a basket ferry by the Ministry appears in the Annual Report for 1902, which records: "At Soda Creek constructed a cage to cross the river over the cable during the winter season. It is built with lumber 4 feet wide by 8 feet long and 4 feet high with sufficient iron to hold it together to be safe, and with a working cylinder and crank inside the cage".

Reaction ferries operate without charge for at least 10 hours a day, beginning at 7 a.m. After hours there is a fee for both car and passenger.

Reaction ferries are found at the following points:

NAME	RIVER	LOCATION
LYTTON	Fraser	02.4 km (1.5 miles) north of Lytton
BIG BAR	Fraser	64.4 km (40 miles) north of Lillooet
MARGUERITE	Fraser	54.7 km (34 miles) north of Williams Lake
McLURE	North Thompson	43.5 km (27 miles) north of Kamloops
LITTLE FORT	North Thompson	86.9 km (54 miles) north of Kamloops
USK	Skeena	22.0 km (14 miles) east of Terrace



LYTTON reaction ferry approaching the east landing. At one time or another there have been no fewer than 22 reaction ferries on the Fraser River between Croydon near its headwaters and Yale.

LYTTON

The first ferry across the Fraser River at Lytton was a private one and it dates back to 1863 when Byron Earnshaw built a ferry and began operating on January 1 of that year. During 1867 he made an agreement with the constable at Lytton who represented the British Columbia Government. The agreement assigned Earnshaw —

"The exclusive right of ferrying passengers and freight for hire across the Fraser River at a point opposite the Town of Lytton and within the following limits viz running northerly from said point upstream to the mouth of the Thompson River and one and a half miles southerly downstream measured along the bank of said Fraser River — Together with the exclusive privilege of taking levying and collecting Tolls from all persons . . . other than by swimming or wading or crossing over on the ice in winter at the rates following that is to say —

For each passenger with personal baggage not exceeding 50 lb.	50 cents.
For every 100 lb. avoirdupois of goods merchandise and stores production or chattels	25 cents."

There were two exceptions to the agreement. One allowed the government officers on business to travel free and the other was that Earnshaw could collect a toll from all persons and goods crossing over the river on the ice in winter and by swimming or by wading across at one half the respective rate. For the privilege of the ferry licence he paid the Government \$25 a year.

In 1870 Earnshaw sold his interest to others who operated the ferry until 1894 and then it became publicly owned.

For a time a reaction scow was used but large boats of 10 m (30 feet) using the reaction principle did most of the ferrying until 1942 when a five-ton capacity wooden ferry was put into use. Since that time larger ferries have replaced the preceding one. At the present a 17-metre (56-foot) steel pontoon ferry provides the crossing. This has a 10-ton capacity. Because of the strong current at this site it requires two men to operate the ferry rather than the usual one. The Lytton ferry was moved from its original site to a point near the present one in 1904.

During 1989 the road maintenance contractor took over the management of the Lytton Ferry. It is the contractor's responsibility to supply the ferrymen and to keep the Ministry owned ferry in good shape and operating condition.

BIG BAR

This ferry is the most isolated in the Province. By road the nearest accessible town is Clinton, 80 km (50 miles) away and the nearest habitation two kilometres distant. Because of its isolated location ferry operators take turns manning the ferry, each spending two weeks at the site living in a Government-owned house situated near the landing.

The earliest ferry at Big Bar was a canoe type boat for passengers only. After ranching activity developed on the west side of the Fraser River a reaction scow was installed during 1914. Most of the traffic transported on that ferry consisted of cattle and sheep being taken across for summer grazing on the west side of the river. During 1918 a wooden pontoon ferry went into service. The Big Bar ferry did not carry its first automobile until 1950 and until recently it transported more livestock than vehicles.

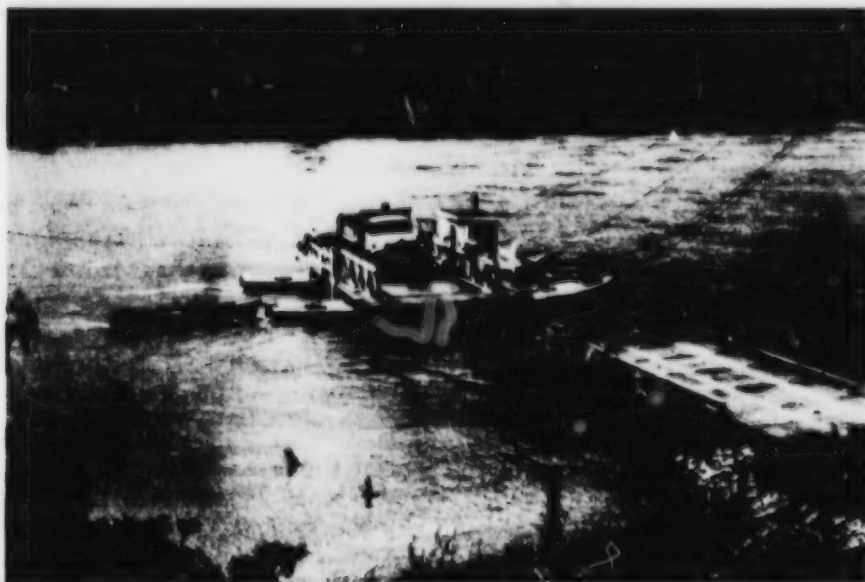
MARGUERITE

This ferry is situated on the Fraser River a short distance from the Cariboo Highway and not far from the two sites of Hudson's Bay Company's Fort Alexandria. The two forts were at the end of navigation for the Company's fur brigade canoes and the start of their overland route to Fort Kamloops and their forts at the Coast. The first fort at Alexandria was on the east side of the river and was in use from 1821 until 1836 when it was to the west bank in order to open up trade with the Chilcotin Indians. The second fort was in use until 1863.

Like many ferry crossings on the Fraser, the first one at this site was a canoe which began service in May 1917. With an increase in settlement on the west side of the river after the First World War, a wooden pontoon reaction ferry was put into use in August 1921. Over the years the service has been improved with a 10-ton capacity steel pontoon vessel presently in use. This ferry has also been known as Castle Rock, Darlington and Macalister. Its last name change was in 1964 when it became Marguerite to avoid confusion with the locality of Macalister 8 km (5 miles) to the south.



BIG BAR reaction ferry is the most isolated of all the Ministry's reaction ferries. Because of upstream winds most reaction ferries have a wind cable attached to an overhead wire downstream from the ferry to prevent upstream movement. As the winds are very strong at this site a 'drag' is also attached to the ferry's stern. This is the triangular shaped object to the left of the vehicle.



MARGUERITE reaction ferry near the Cariboo Highway. Note that this ferry has no paddle board. None is required to assist it to get into the fast water because the river has no back eddies near the landings.

Marguerite is the last of five reaction ferries that once operated on the Fraser River between Williams Lake and Prince George. The others were Prince George (1911-16); Quesnel, 1872-1928; Alexandria, 1913-50, and Soda Creek, (1884-1976). The Prince George and Quesnel ferries were replaced by a bridge while the others were withdrawn as a result of new and improved roads on the west side of the River.



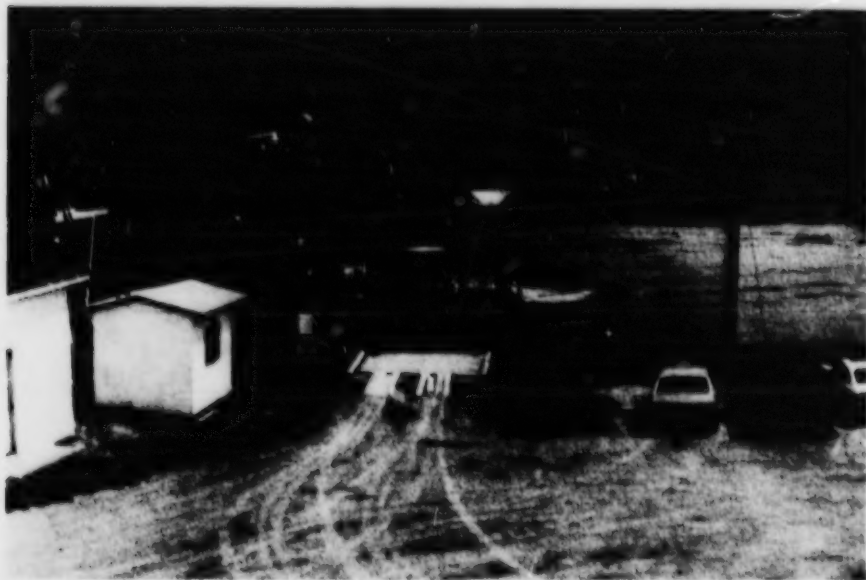
McLURE reaction ferry on the North Thompson River. In this picture the ferry man is about to raise the paddle board as the ferry nears the landing. The paddle board is used to increase the angle of the pontoons to the current in order to gain more speed.

McLURE

Ferry service at this point began in April 1919 to provide ranchers and farmers on the west side of the North Thompson River with access to the main road to Kamloops as well as to McLure Station on the Canadian Northern Pacific Railway (now Canadian National) and to a store and post office. Upon establishment the crossing was known as the Fishtrap ferry.

LITTLE FORT

Like the McLure ferry, Little Fort was installed to provide settlers with access to the Canadian Northern Pacific Railway and its station at Mount Olie which was then also the name of the ferry crossing. When the service started in October 1912 the railway was being constructed. The first ferry at the site was a reaction scow, later replaced by one with punt-like pontoons.



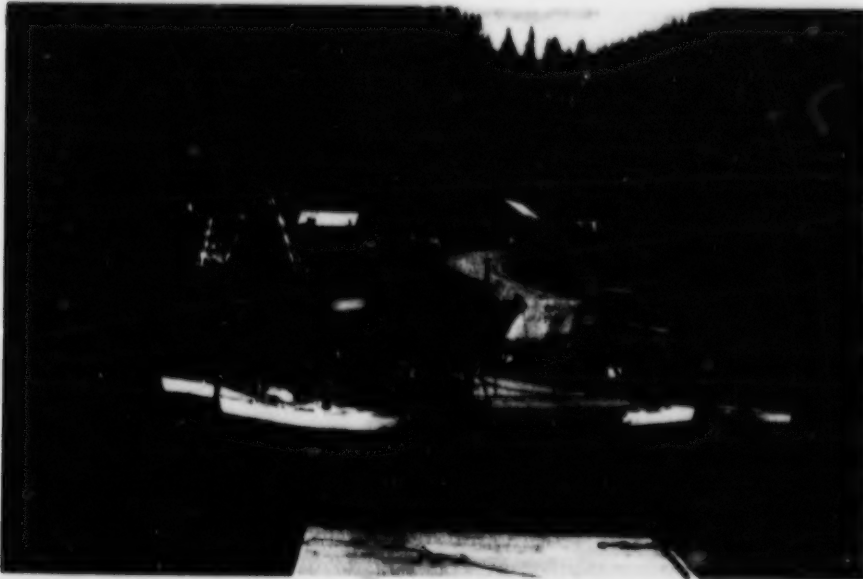
LITTLE FORT reaction ferry nears the landing on the west side of the North Thompson River. In slack water periods when there is hardly any current, the ferry is moved across by an outboard motor mounted between the pontoons.



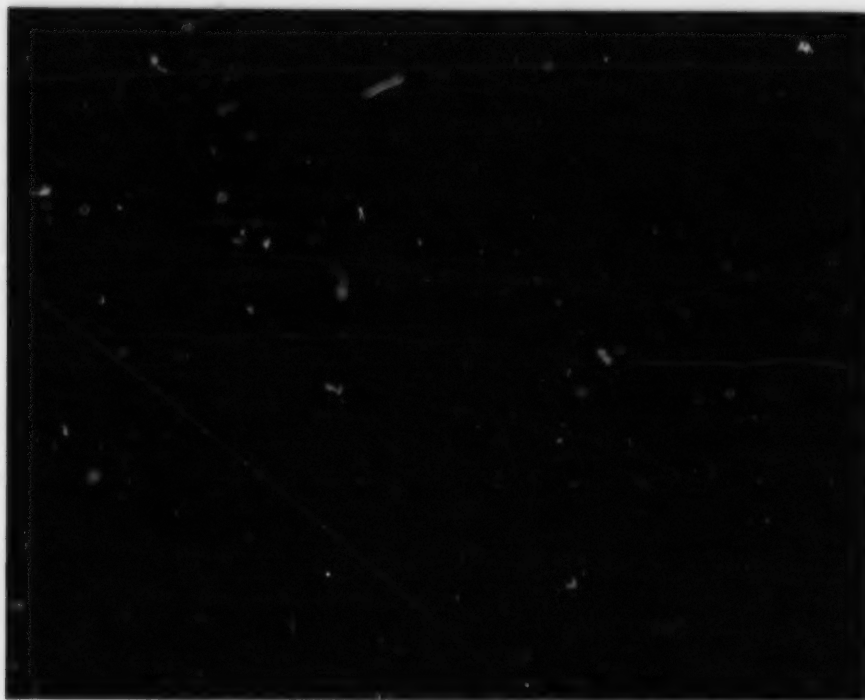
VAVENBY ferry, one of 11 that once provided service to communities along the North Thompson River between Avola and Kamloops. Over the years the design and the performance of reaction ferries has improved. Note the spreader bar and traveller arrangement and the crude pontoons. The truck was carrying a load of wool to the railway station in 1929.

Often at the Little Fort and McLure crossings, during periods of low water, there is barely enough current to move the ferries across the river. To remedy this an outboard motor has been mounted between the pontoons to propel the ferry across the still water. In the days before the use of the motor, the ferryman had to either pole the ferry or move it by pulling on a rope stretched over the river ahead of it. Both methods were slow and hard work for the ferrymen. On windy days it was difficult to move the ferry at all and often took as long as an hour to make the crossing. It was not uncommon at such times for the passengers to assist in making the crossing. On occasions during the slack water period passengers were transported across the river by rowboat.

There have been nine other Government-owned reaction ferries on the North Thompson River between Kamloops and Avola. A number of them were eliminated after construction of roads linked the settlements together, while others were replaced by bridges. The following shows in brackets other names some of the ferries were known by and the years they were in use. Avola (Wire Cache) 1922-38; Birch Island, 1916-38; Blackpool (Besters, Mosquito Flats), 1916-70; Chinook Cove, 1916-38; Clearwater (Upper Crossing), 1910-30; Jones Crossing (Peavine), 1912-22; Peterson's, 1912-15; Vavenby, 1922-49; Vinsulla (Heffley, Black Pines), 1917-48.



Shown here is the ISLE PIERRE reaction ferry the last one to operate on the Nechako River. It was withdrawn in November 1982. Improved roads or bridges have removed all the reaction ferries from the Nechako. Other ferry sites, between Fort Fraser and Prince George, were located at Prince George, Miworth, Finmoore, Hulatt, Milne's Landing, Vanderhoof, Braeside (Engen), Nautley, and two at Fort Fraser.



USK reaction ferry making its way across the Skeena River. Note the "traveller" on the cable at the right side of the photograph.

USK

Before the building of the Grand Trunk Pacific Railway, and because no roads or trails existed in the lower Skeena River valley, practically all travel to the Interior was by steam-powered stern-wheelers and before that by canoe. Completion of the railway between Prince Rupert and Hazelton brought an end to transportation on the river. The stern-wheeler INLANDER made the last trip during the summer of 1912.

With settlement resulting from the coming of the railway, short sections of road were built at various points on either side of the river and ferries were soon installed to connect them. The first regular ferry was constructed in 1910 at Copper City, 4.8 km (3 miles) east of Terrace; later followed by another at Usk, 22 km (13.7 miles) east of Terrace. Through the years nine Government-owned ferries have been operated on the Skeena River between Hazelton and Remo. These were located at the following points the earlier name is shown in brackets. Remo (Breckenbridge) 1913-49, Terrace 1912-24, Copper City 1910-69, Kitselas 1910-14, Pacific 1916-47, Cedarvale (Meanskinsht), 1917-75, Kitwanga 1915-76 and Hazelton 1914-53.



— Provincial Archives Photo

The TERRACE ferry, established during 1912 was a reaction scow, the predecessor of the faster reaction pontoon ferry. During slack water the ferryman moved the ferry across the Skeena River by pulling on a rope that was stretched across the river on the upstream side of the scow. The photograph was taken in 1914.



The CLAYHURST ferry made its last trip on October 23, 1986 upon completion of a bridge over the Peace River. Service at this point began in 1938 to assist farmers on the north side of the River in getting their grain to railhead at Dawson Creek. Three pontoons were required to carry the heavy loads, while the tug was needed because strong currents set off from the banks a conventional reaction ferry would not work. CLAYHURST was the last of three ferry sites on the Peace River between Hudson Hope and the Alberta border. The others were at Hudson Hope and at Taylor Flats.

The first ferry at Usk was established in 1913 when Usk was an important station on the railway. At that time Usk and the surrounding area was being promoted as an agricultural and recreational area of great potential. When the ferry started Usk had a hotel, a store, churches and a sawmill on the opposite side of the river to the railway. Lumber produced by the mill was transported across the Skeena to the railway by means of an aerial tramway. In addition to this there was gold and copper mining activity nearby.

Later Usk, which is named after a town in Wales, began to decline as Terrace began to grow and people moved to the larger centre. However, there is still sufficient population and traffic at the site to warrant a ferry.

Of the three main types of ferries operated by the Ministry none has a more fascinating history than the reaction ferries and the men who operated them. Several kinds of reaction ferries have been used over the years. The need dictated the type.

The earliest was a canoe or other boat followed by a scow. Later the pontoon was introduced and there have been a number of variations of this



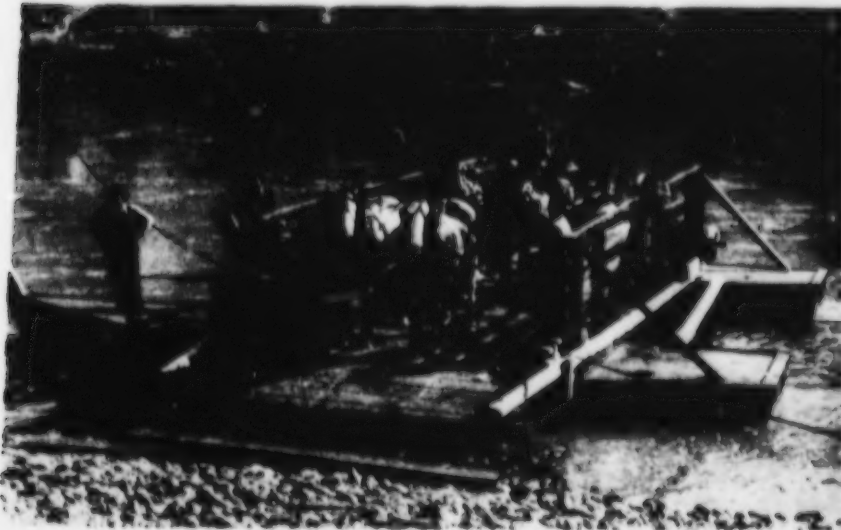
— W.F. Clarke Collection

In 1898, to assist gold seekers on their way to the Klondike, the Government sought tenders to provide a ferry service across the Nechako River at a point where the Yukon Telegraph Trail crossed the river near Fort Fraser. This photo shows the reaction scow about 1911 when Fred Clarke was ferryman. Clarke, the fifth from the left, is at the wheel of the hand operated drum.

type. At some crossings a ferry for passengers only was made from two logs with flattened tops and lashed together. Reaction ferries were also made of two sets of four logs lashed together with a deck over them. These were used at several points on the Lillooet River. In time loads grew heavier and this led to the development of today's steel pontoon ferry.

Because it is relatively simple to construct and since one man can operate it, a reaction ferry has always been considered economical. One District Engineer made the following comment about this when discussing its operation during slack water period in the fall of 1920. "The ferry is hauled to the landing by hand power applied to a rope stretched across the river ahead of the ferry. This operation is fairly economical and quite positive but often gets beyond the endurance of the ferryman who pulls the rope."

While pulling a ferry across the river may have been considered economical, it was a very slow way to cross according to a letter the Ministry received from a farmer at Vinsulla in 1919. He said that when he hauled his farm produce to the railway station, the ferryman had to pull the loaded ferry all the way across the North Thompson River. He complained that the job was too much for one man and the best time he had ever made for the crossing was 90 minutes. On most occasions it took up to two and a half hours and he suggested there was a better ferry crossing some distance upstream.



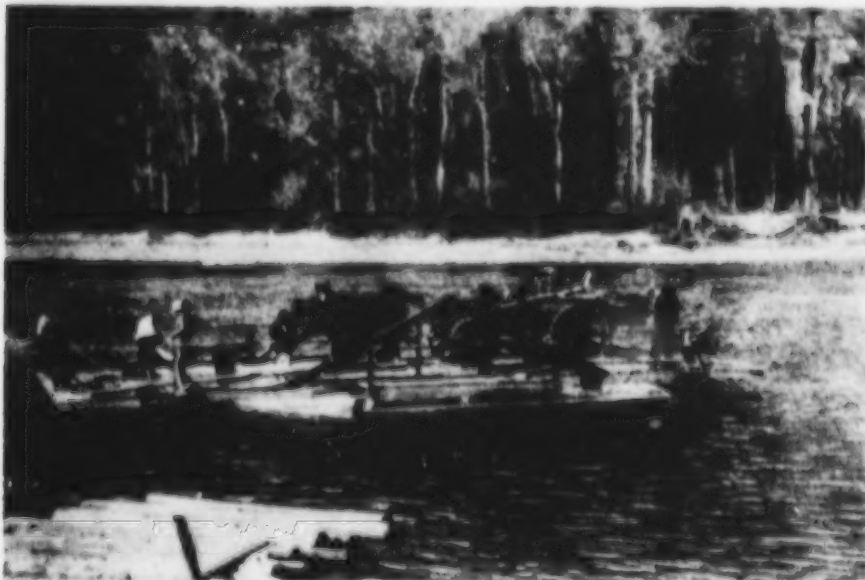
— Transportation and Highways photo

BIG BAR reaction ferry on the Fraser River in the spring of 1920. the four-horse team is hitched to a road grader. Through the years little has changed in the basic design of this type of ferry, only the vehicles they carry. The BIG BAR ferry did not carry its first automobile until 1950.

However a two-hour trip was relatively quick compared to one memorable crossing made by the Kitwanga reaction ferry on the Skeena River in 1959. This occurred during a gale when the wind carried the ferry upstream. The wind was stronger than the river current and it took all the effort the ferryman and his passenger could muster to pole the ferry across the river. The crossing took them six hours.

Moving a ferry to a more suitable site was not an easy matter for one District Engineer. While the ferry might function more efficiently at the new site this often meant that farmers had to travel a greater distance with their teams and wagons and complaints regarding the change would pour in. However that was not the reason one farmer complained about a move. He pointed out that the Government bull was on a farm at the old site and moving the ferry 4.0 km (2.5 miles) upstream "causes great inconvenience on account of 14 head of cattle had to be served by the bull, therefore I beg to protest against it being moved."

Because of the nature of his job, the reaction ferryman had close contact with the people he transported. This frequently led to personality problems and complaints about his behavior. Sometimes it was necessary to hold public hearings in an attempt to determine the validity of these complaints. The investigations often disclosed that the accuser was envious of the ferryman's job and that there was a feud between them.



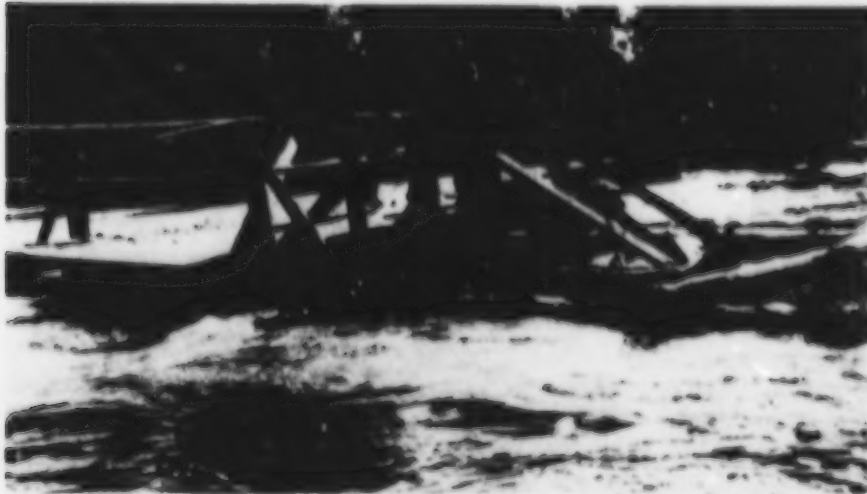
— Provincial Archives photo

McBRIDE reaction ferry on the Fraser River carrying a settler with his team and wagon. The ferry was in use from May 1919 until 1924 when it was replaced by a bridge. It transported its first car in July 1923.

At the Usk crossing on the Skeena River such a letter of complaint was investigated and the ferryman was supported by the District Official whose intentions were sound even if his vocabulary was a little weak. He advised as follows: "Any civil servant is supposed to do his best to oblige the public and be civil and courteous to them — that is the reason they are called civil servants".

At another ferry location on the same river investigation of a complaint revealed that the cause of the friction was the ferryman's wife. At certain times he did not have much to say about the way the ferry was operated and his wife decided who he would carry across the river after the ferryman finished his regular hours of work.

About this time during the First World War, the people at Marguerite were suggesting that a certain young lady should become the ferry operator because she was an experienced and capable canoe handler and because no capable men were available. The District Official had some misgivings believing it not a job suitable for a woman. On the other hand, the Chief Engineer had no objections to her appointment as long as she could do the work. Records do not show if the lady accepted the job but during the 30's a woman operated a ferry on the Lillooet River. This was a raft reaction ferry made up of cedar logs with a deck over them. It was built by the settlers for carrying passengers and horses and it was also used by miners and prospectors going to the Crown Mountain and Tenquille mining areas. As the ferry was used by the general public the Government assisted in its maintenance and during the summer paid the woman \$15 a month to operate it.



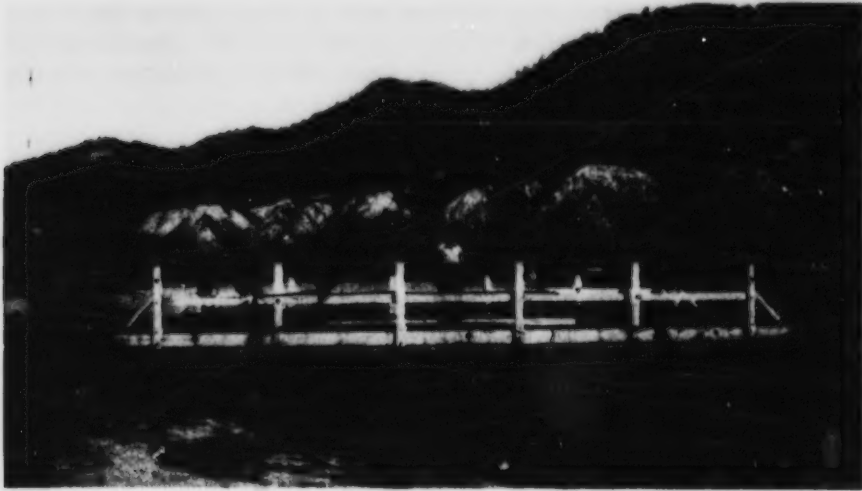
— Provincial Archives photo

One of the raft ferries that were used on the Lillooet River, probably around 1933. This type of reaction ferry was made up of four logs lashed together in pairs and decked. They were generally built by the settlers with the Government supplying the wire rope and the hardware. A ferry similar to this was known as CROWN MOUNTAIN in the Ministry's records.

FERRY LOCATIONS

- | | |
|--------------------|-------------------|
| 1) BARNSTON ISLAND | 9) SICAMOUS |
| 2) ALBION | 10) McLURE |
| 3) GLADE | 11) LITTLE FORT |
| 4) HARROP | 12) LYTTON |
| 5) KOOTENAY LAKE | 13) BIG BAR |
| 6) NEEDLES | 14) MARGUERITE |
| 7) ARROW PARK | 15) FRANCOIS LAKE |
| 8) SHELTER BAY | 16) USK |





— H.K. Gann Collection

DUCKS reaction ferry scow on the South Thompson River at Monte Creek. This primitive 36 foot-one car scow operated until 1962. At low water, when there was little current in the river the ferryman had to pull the ferry across the river by hand, while at other times it was rowed. On many occasions the wind was stronger than both the ferryman and the river current making the crossing time unpredictable. Toward the end of its existence a outboard motor was used to move the ferry.

Assaults on ferrymen, both verbal and physical, were not uncommon in the early days when their work days were from 7 a.m. to 7 p.m. Monday through Saturday. Sunday was supposed to be their day off but seldom was.

Once at a North Thompson River crossing, during low water, the pontoon ferry was out of service and a rowboat was being used as a substitute. A portly woman passenger was carefully seated by the ferryman for the trip across the river. Unaware of the instability of the rowboat the woman stood up to rearrange herself, lost her balance and fell overboard into shallow water. Uninjured she was rescued and transported across the river. Later the ferryman was physically assaulted by the woman's husband who accused him of deliberately dumping the lady into the river. To make matters worse the woman filed a claim for medical expenses incurred from back injuries she said resulted from the incident. Before the claim could be fully investigated the woman was seen carrying 10 bales of hay from the highway to a barn on her property. When confronted with this evidence she called the observer a liar and said she carried only four bales and then only after she was feeling better. As might be expected the claim was not paid.

In the early days when the Government first took on the responsibility for ferries, and for many years after, appointment of a ferryman was a political favour. He was usually recommended by the local party association which relayed the information to the member of the legislature who in turn

let the Chief Engineer know the applicant who had the party's endorsement. This practice was followed well into the 20's. When the Government changed so did the ferryman and all other Ministry employees similarly appointed.

Such a change would often create problems for the newly appointed ferryman. Letters and petitions of complaint were frequently sent in stating that he was lazy, incompetent, a drinker and rude to the public. In one instance the ferryman was said to be more of a public nuisance than a servant. In all cases the complaints were investigated and usually were found to have originated with the deposed ferryman.

In 1929 a ferryman on the Fraser River who had been appointed after an election, was harassed several times by his predecessor. This was done by making the ferryman turn out after normal working hours to cross the river and pick up a car and driver. When the ferryman reached the far side the car would be driven away. Later the former ferryman and his friends got the ferryman out of bed and as he neared the landing they jeered him and drove off laughing.



— Transportation and Highways Photo

Years ago not all ferry crossings were provided with an aerial basket for winter travel as they are today. At most crossings, before the river froze over and an ice bridge was built, a rowboat was used. This picture taken in 1927 shows the Kitwanga ferryman and his passenger making their way through ice on the Skeena River.

However a change of government did not always mean a change of ferryman. Many of the appointed men were well thought of and appreciated by the people they served. If it was known that there was to be a new man appointed the residents would sometimes present a petition to their M.L.A. requesting that the ferryman be allowed to remain on the job.

On the other hand, some of the ferrymen were less than honest in making their monthly traffic reports in order to make it appear they were busy and their job was worthwhile. At a ferry crossing on the Fraser River near McBride, the ferryman showed in his report that he had carried 351 vehicles in a two week period but an investigation showed that in the same period in previous years the total was about one half of that. At another crossing the ferryman showed that he had transported a large number of vehicles, unaware the road leading to the ferry had been closed that day.



Cable Ferries

The second type of ferry used on the rivers of the Province is the power cable ferry which is used on slow moving rivers. The cable ferry consists of a steel barge powered by a modified tractor engine coupled to a drive-sheave arrangement which simultaneously winds the cable in one end and pays it out the other as the ferry pulls itself across the river. The barge is guided by two underwater cables running through sheaves which are attached to the hull. This type of carrier varies in length from 23 m (75 feet) to 45 m (148 feet) and the vehicle capacity ranges from eight to 40. The cable ferry is equipped with a pilot house, engine room, passenger waiting room and loading ramps. At the present time there are four in use, all in the Kootenay area and operating on the Columbia and Kootenay River systems.

Since 1960 eight cable ferries have been withdrawn from service. Three of them were replaced by bridges, four as a result of the flooding of the Arrow Lakes and the Columbia River by the Hugh L. Keenleyside Dam near Castlegar, and one because of declining traffic and an alternate means of crossing the Columbia River at Castlegar. However the Needles-Fauquier ferry route which had been replaced by a certified ferry because of Columbia River flooding was re-established as a cable ferry in 1990.

The first cable ferry in the Province was employed on the Pitt River and formed a link in the Dewdney Trunk Road between Coquitlam and Port Hammond. Although when the 20-metre (66-foot) by 6.4-metre (21-foot) wooden scow began service it was pulled across the river by hand, a slow



The NELSON ferry on its first trip across the Kootenay River in September 1913. Nelson was the second cable ferry site in the Province.

and laborious method. After long delays and numerous complaints a four horsepower engine was placed in the scow during 1903, a year after service began.

In the winter of 1912 there was considerable grumbling about the ferry, particularly when it rained, since there was no housework to shelter the passengers. The following year it was fitted with a house in addition to a 12-horsepower Fairbanks-Morse gasoline engine and also electric lights. The improvements saw the ferry in service 24 hours a day, with two ferrymen who each worked a 12-hour shift. Crossing the Pitt River at that time took four minutes. Ferry service ended on March 2, 1915 when the Pitt River bridge was opened to traffic. The Pitt River ferry served as the prototype for the Province's second cable ferry which was installed on the Kootenay River at Nelson in 1913. Cable ferries operate at the following points:

NAME	RIVER/LAKE	LOCATION
ARROW PARK	Columbia River	25.7 km (16 miles) south of Nakusp
NEEDLES	Lower Arrow Lake	57.0 km (35 miles) south of Nakusp
GLADE	Kootenay River	22.5 km (14 miles) west of Nelson
HARROP	Kootenay River	24.1 km (15 miles) east of Nelson

ARROW PARK

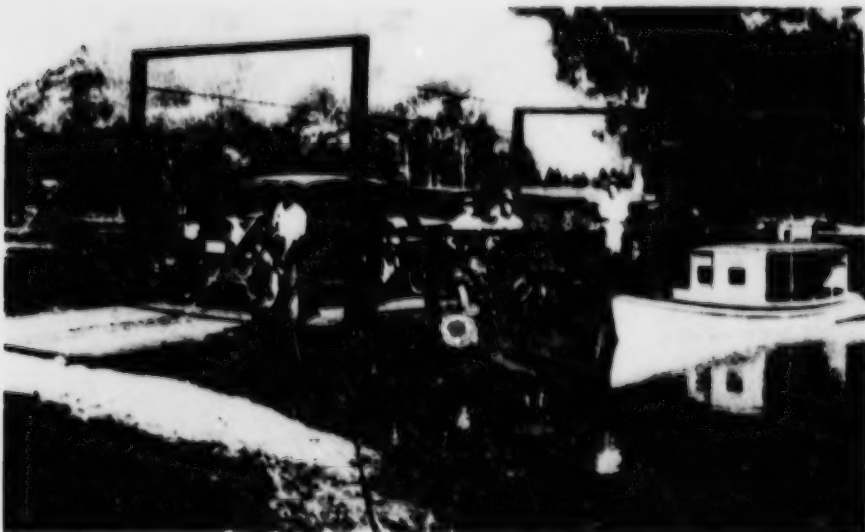
The main purpose of this ferry, located on the Columbia River south of Nakusp between Upper and Lower Arrow Lakes, is to serve the needs of the logging industry by providing access to operations on the west side of the River and the Lakes. It also provides the public access for recreational purposes.

Settlers were responsible for ferry service at this site when they petitioned for a better service than the that offered by the Canadian Pacific Railway steamers with their weekly trips up the Lakes. In 1926 the Ministry, after calling for tenders, awarded a charter to an operator who used the launch MARY ANN and a log raft. After a near accident with the raft in 1931 the Ministry substituted a 12.2-metre by 3-metre (40-foot by 10-foot) barge which had a three-car capacity. This remained in use until 1950 when the Ministry took over the service and put a cable ferry at the crossing. Since then the original cable ferry has been replaced by increasingly larger units.

Initially the ferry served several small communities on the west side of the Lakes giving them access to the highway on the east side of the lake (now Vernon-Slocan Highway 6) at East Arrow Park. Upon completion of the Hugh L. Keenleyside Dam a short distance upstream from Castlegar, and prior to being inundated, several communities around the lake were demolished. Among them were Arrow Park, Bellevue, Graham's Landing and West Demars. Since there was no longer the need for a public ferry it was



ARROW PARK cable ferry carries mostly logging trucks and industrial buses across the Columbia River south of Nakusp. This ferry scow formerly operated at Castlegar.



— Transportation and Highways photo

The first Government ferry service at Arrow Park was provided by a raft and launch, later the above three-car capacity barge was used. The photograph was taken in 1931.



— Provincial Archives Photo

This picture taken around 1924 shows the first CASTLEGAR ferry, a single lane cable craft with a three car capacity. A vital link in the trans-provincial highway system by the summer of 1927 it was carrying over 300 cars each day during 12 hours of service. Long waits of up to an hour resulted in the installation of a 10-car cable ferry during 1928. During 1960 it was necessary to have two cable ferries at the site, one carried 38 cars and the other 28. In 1966 the last full year of operation for the two, a total of 1,016,00 vehicles were transported across the Columbia River. Re-routing of the Southern Trans-Provincial Highway and the building of the Kinnaird Bridge saw the withdrawal of one ferry. In 1989 the second ferry was withdrawn.

acquired by the British Columbia Hydro and Power Authority. The Authority used it to transport crews employed in clearing the land that would be below the flood plane. Later the Columbia Cellulose Company (now Westar Timber Ltd.) purchased the ferry in order to maintain access to their timber licences. On May 1, 1974 after the public was granted the right to use forest roads, for recreational purposes, the ferry again came under the Ministry's jurisdiction. In 1990, with the need for a larger capacity ferry the 28-car former Castlegar cable ferry scow was moved to this site.

NEEDLES FERRY

NEEDLES: The 40-car, 150-passenger cable ferry at this point crosses Lower Arrow Lake between Needles, on the west side and the community of Fauquier east side of the Lake. It serves as a link in Vernon-Slocan Highway 6. This is the largest cable ferry ever built for the Ministry.

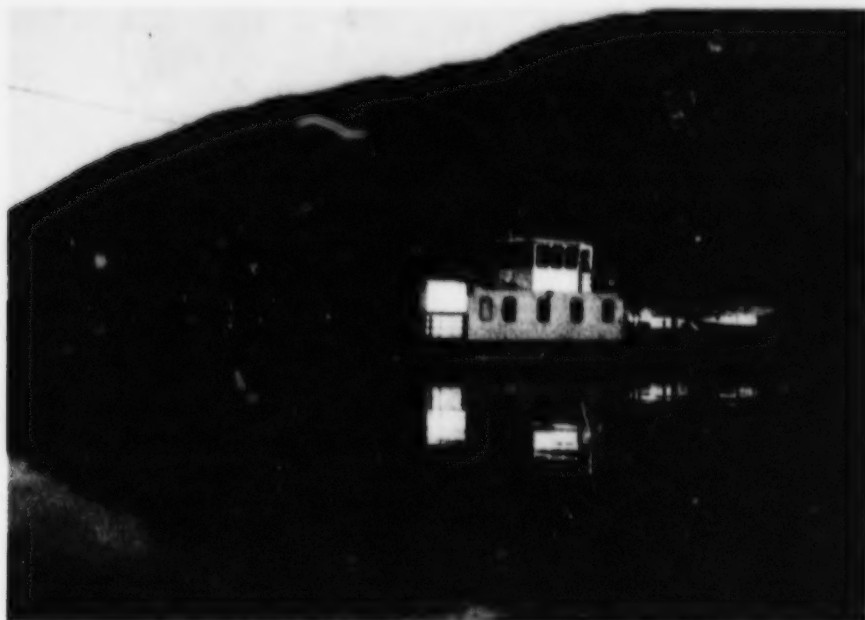
Ferry service at Needles began in 1924 as a raft and launch type operation, similar to that first used at Arrow Park. The system remained in use until 1931 when a wooden hulled cable ferry was installed. The ferry made hourly crossings. Over the years as traffic increased larger ferry scows were placed in service. With the flooding of the Columbia River and the Arrow Lakes, a decision was made to construct a certified ferry for the route. This was the NEEDLES, a 28-car capacity vessel, which began service in 1969 and operated at the crossing until 1990 when it was moved to the Shelter Bay-Galena Bay route on Upper Arrow Lake.

At times during the year when the water level of the Lake is low, noticeably long concrete approach ramps to the ferry landing are evident. These are required because of the raising of the Columbia River and Arrow Lakes by the Hugh L. Keenleyside Dam near Castlegar. The dam, which was built under the terms of the Columbia River Treaty of 1961, is used to store water for power as well as for flood control purposes. The difference in elevation between full reservoir and maximum drawdown level is about 19 metres (65 feet).



— Transportation and Highways Photo

NEEDLES cable ferry, at 572 gross tons with a 40 vehicle capacity, is not only the largest cable ferry in the Ministry's fleet it also has the distinction of having the longest haul cable for this type of ferry presently operating in North America. The cable length is 1 525 m (5,000 feet).



GLADE cable ferry on its way to Glade landing on the south side of the Kootenay River, a few kilometres west of Nelson.

GLADE

Ferry service to Glade, on the south side of the Kootenay River, west of Nelson began in 1910. In that year the Doukhobor Society, whose members had settled at Glade, installed a reaction ferry scow in order to have access to the main road between Nelson and Castlegar. Later they replaced it with a pontoon-type reaction ferry.

In 1944, the West Kootenay Power and Light Company completed its Brilliant Dam which raised and stilled the waters of the river at Glade. This made it impossible to operate a reaction ferry and for a time a rowboat was used then later on a barge and powerboat. The Ministry assumed responsibility for the crossing during 1955 when a single-lane, three vehicle cable ferry scow was put into use. Later the scow was widened to increase its capacity to five vehicles. An eight-car ferry barge was placed in service at the crossing in 1980.

HARROP

What was originally known as the Harrop-Longbeach ferry began service on August 22, 1925 with a small four-car wooden cable scow. During 1937 it was replaced by another wooden scow that was moved by propellers, one at each end. The power unit was a 1931 Model "A" Ford engine cooled by the standard car radiator. The engine was mounted on a sponson

bracketed to the side of the scow and connected to two Ford transmissions by a sprocket and chain arrangement. From the transmission a 3-metre (10-foot) drive shaft mounted the propellers, one a left hand and the other a right hand drive. In 1941 the engine was set down in the scow and a direct drive system was used until 1947. In that year a 21.3-metre (70-foot) single-lane steel cable barge was put into service.

By 1962 it was necessary to place a 27.4-metre (90-foot) 10-car two-lane cable ferry on the run to keep up with the demand for service. The earlier ferries at this site landed at a wedge-like wooden structure that was moved up or down the roadway as the river level changed. Because of the moving of the structure caused delays, the Ministry had exceptionally long ramps fitted on the ferry in 1962 and this eliminated the need for it.

Before the implementation of the ferry service the residents of Harrop had no access to the Province's road system. At that time travel to Nelson and to other points on Kootenay Lake and the River was by railway or by steamer, both operated by the Canadian Pacific Railway.



HARROP cable ferry unloading automobiles at the north landing
a short distance from Highway 3A.



Certified Ferries

The largest of the Ministry's ferries operate on the lakes and rivers with longer crossings. Because of their tonnage these ferries are registered under the *Canada Shipping Act* and consequently must carry certified captains and engineers and, on certain ships, additional certified officers. The number depends on each vessel's tonnage and passenger capacity. This class of ferry is therefore referred to as "certified".

The certified ferries are all diesel powered but vary in type, tonnage and in vehicle capacity. Presently seven Ministry owned ferries are in service, two each on Arrow Lake, Kootenay Lake and the Fraser River and one on Francois Lake.

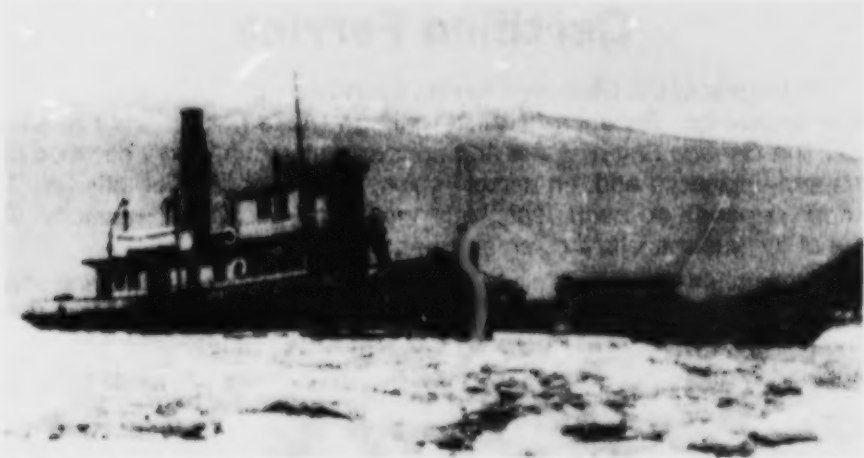
ARROW LAKE FERRIES

On Upper Arrow Lake the two certified ferries are based at Shelter Bay, 49 km (30.5 miles) south of Revelstoke on Highway 23. The southern terminus of this route is at Galena Bay. Crossing time is 30 minutes with the ferry operating 20 hours each day.

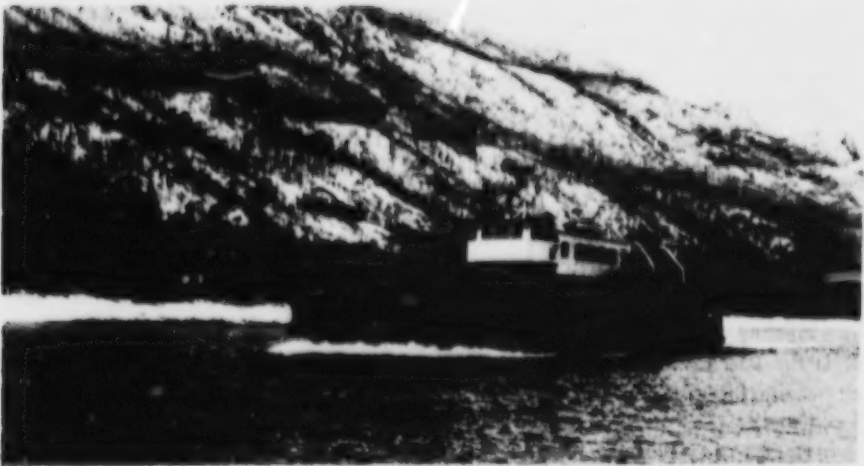
In the years before the Ministry assumed responsibility for ferry service on the Arrow Lakes, steam stern-wheelers of the Columbia & Kootenay Steam Navigation Co. Ltd., and its successor, the Canadian Pacific Railway Company, provided the north-south transportation link between the CPR's main line and the railway lines in the southern part of the Province. At the height of its operation the CPR had seven stern-wheelers in service from Arrowhead to West Robson, near Castlegar.

Over the years the CPR gradually withdrew its stern-wheelers from the Arrow Lakes until 1942 only the MINTO remained. By 1954 MINTO's operating costs exceeded revenue and the Company laid up the vessel and abandoned the service. The abandonment can be attributed to the building of highways along the lakes, which allowed people and freight to move between the settlements, not only more frequently and quickly, but also at much less cost.

The Ministry first participated in ferry service on Upper Arrow Lake in June, 1916 when it provided a subsidy to a ferry operator, after the CPR was approached and expressed no interest in extending its steamer service from Arrowhead to Beaton on the North East Arm of Upper Arrow Lake. Initially the successful tenderer, James C. Fitzsimmons of Nelson, chartered the CPR's tug COLUMBIA to provide the service. A short time later he acquired the 75-foot tug YALE from a Revelstoke lumber company and placed this craft on the route carrying passengers and mail. By 1921 the settlers in the Galena Bay area were included in the ferry's route. During 1928 the charter passed to the Beaton Boat Company who used their new steam tug BEATON. During 1944 the Beaton Navigation Company acquired the assets of the Beaton Boat Company and continued to operate the ferry



Shown here is the 80-foot tug BEATON and barge which provided a passenger and automobile service between Beaton, Galena Bay and Arrowhead from 1928 to 1954. This picture, taken during the winter of 1929, shows the tug as a coal burning steamer (it was later converted to diesel power). During that winter the ferry crew had to contend with ice up to 20 inches (50 cm) thick for a three-month period. In order to keep the channel open between Beaton and Arrowhead the tug with an icebreaking scow made a daily return trip.



ARROW PARK as a privately owned ferry which operated on the Arrow Lakes until 1956 when the Government took over the service. The Ministry renamed the ferry LARDEAU in order to avoid confusion with the cable ferry situated at Arrow Park.

until 1953 when it sold out to the Arrow Lake Transportation Co. Ltd. The following year the Ministry cancelled the subsidy as a result of changed travel conditions.

Aware of the CPR's intention to abandon its Arrow Lakes' steamer service, in April, 1954, and since there was no road link from Nakusp to the Galena Bay and the Beaton area, the Ministry called tenders for the provision of a ferry service between these points. The successful tenderer was the Interior Tug & Transport Co. Ltd.

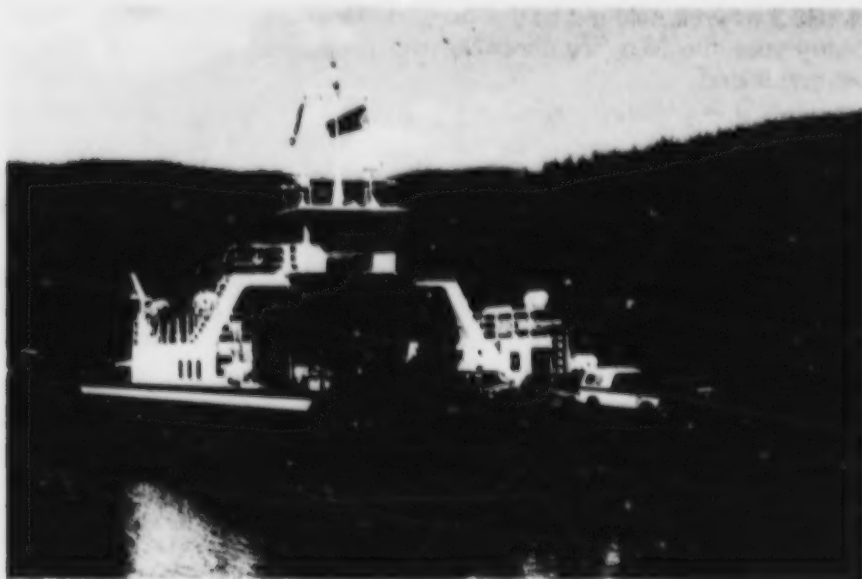
For the new ferry route, which served the settlements of Beaton, Arrowhead, Nakusp and Castlegar, the Company converted one of their steel barges into the 13-car diesel powered ARROW PARK. Under terms of the contract the company had to make three return trips a week.

During 1956 the Ministry bought the ARROW PARK and took over the route. To avoid confusion with the cable ferry in use at Arrow Park, the ferry was renamed LARDEAU. By 1964 a road had been completed between Nakusp and Galena Bay, as a consequence LARDEAU was moved to Galena Bay.

With the raising of the Arrow Lakes and the flooding of the Columbia River as far north as Revelstoke, by the Columbia River Project's Hugh L. Keenleyside Dam, at Castlegar, it was necessary to relocate the highway,



GALENA arriving at Shelter Bay on Upper Arrow Lake. Like SHELTER BAY this ferry is propelled by two Voith Schneider propellers recessed in the hull. In this method of propulsion the propeller blades project at right angles from the ferry's hull and rotate about a vertical axis. Each blade also moves about its own axis. This method of propulsion is similar to "sculling".



SHELTER BAY as NEEDLES, provided service between Fauquier and Needles for 21 years, and is now based at Shelter Bay assisting GALENA during the busy summer months.

south of Revelstoke, on the westerly side of the River. As a result the ferry terminal was moved from Arrowhead to Shelter Bay. The change in the highway location also eliminated the need for two ferries on the Columbia River. These were the 12 Mile and 24 Mile ferries.

Upon the completion of the new highway from Revelstoke to Shelter Bay and from Galena Bay to Nakusp (Highway 23) the larger ferry GALENA was placed in service in 1969 in anticipation of increased traffic. During 1990 with a second ferry needed to carry the increased traffic the Ministry moved the 28 car Ferry NEEDLES from the Fauquier-Needles route on Highway 6 to Shelter Bay. At that time the ferry was renamed SHELTER BAY.

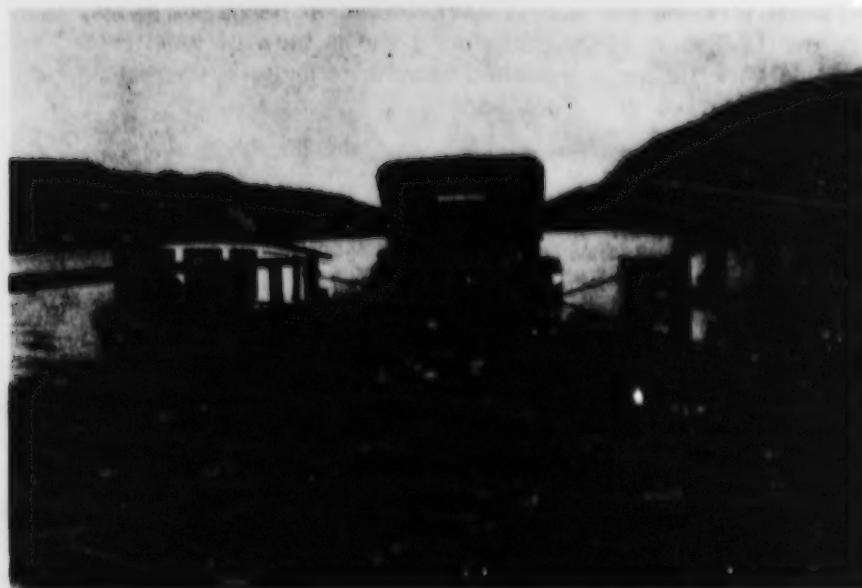
FRANCOIS LAKE FERRY

On Francois Lake 26 km (16 miles) south of Burns Lake and Yellowhead Highway 16 the Ministry operates the OMINECA PRINCESS between the settlements of Southbank and Francois Lake, the latter on the north shore of the Lake. The ferry not only provides transportation for farmers and ranchers on the south side of the Lake but also for logging trucks with their loads as well as logging equipment.

Before the Government installed its first ferry all traffic across the lake was by private boat. In 1916 after much public pressure the Ministry bought the tunnel stern 10.9-m (36-foot) launch KITEXCHEN and a barge with a one team and wagon capacity and started service during the summer



OMINECA PRINCESS on its way across Francois Lake to Southbank. This is the fifth ferry the Ministry has operated on the lake.



— D. L. Bazett Collection

FRANCOIS BELLE and scow carrying a car across Francois Lake in the 20's. Note the method used to prevent the car from rolling overboard. Traffic at the time consisted mainly of horses and buggies. In 1922 it transported 790 automobiles and trucks, 950 single rigs and 1,624 double rigs.

of that year. In September, 1919 KITEXCHEN got into difficulties while crossing the lake and was swept ashore by the wind. It was refloated but sank shortly after. The Ministry then bought the launch FRANCOIS BELLE to continue service. However in order to keep up with the increased traffic and to offer a more efficient service the Ministry had the 20.7-m (68-foot) FRANCOIS LAKE FERRY built at Prince Rupert. This six-car ferry was moved to the lake in sections and was put into service during August, 1922. At the same time a marine railway was constructed near today's landing site, on the south side of Francois Lake, to service the ferry.

By 1949 it became necessary to replace FRANCOIS LAKE FERRY with the 16-car JACOB HENKEL because of the increased volume of vehicles carried. A further increase in traffic crossing the lake made JACOB HENKEL inadequate and in 1976 she was replaced by the 58.2-m (192-foot) OMINECA PRINCESS. This twin screw ferry was built as a complete ship at North Vancouver. Later it was cut into sections, many of them had trailer wheels fitted for the 1078-km (670-mile) road trip to Francois Lake. It required 22 trailer loads to move the sections, two of which contained the ferry's main engines in their mounted location. After assembly and trials OMINECA PRINCESS made her inaugural run on June 13, 1976. The 34-car, 200-passenger ferry makes 22 round trips each day.

With the commissioning of OMINECA PRINCESS, the JACOB HENKEL was maintained as a relief ferry until 1985 when the engine and the housework were removed. The ferry is now classified as barge and as such is used to relieve OMINECA PRINCESS during the latter's periodic refits. While doing this work the barge is pushed between landings by the emergency tug KEEFE, which is based at Southbank.

KOOTENAY LAKE FERRY

The ferries ANSCOMB and BALFOUR, forming a link in the Southern Trans-Provincial Highway 3A, operate on Kootenay Lake between Balfour on the west shore and Kootenay Bay on the east shore. During the summer months these ferries provide an hourly service but in the winter only one vessel is in use and it makes a crossing every two hours.

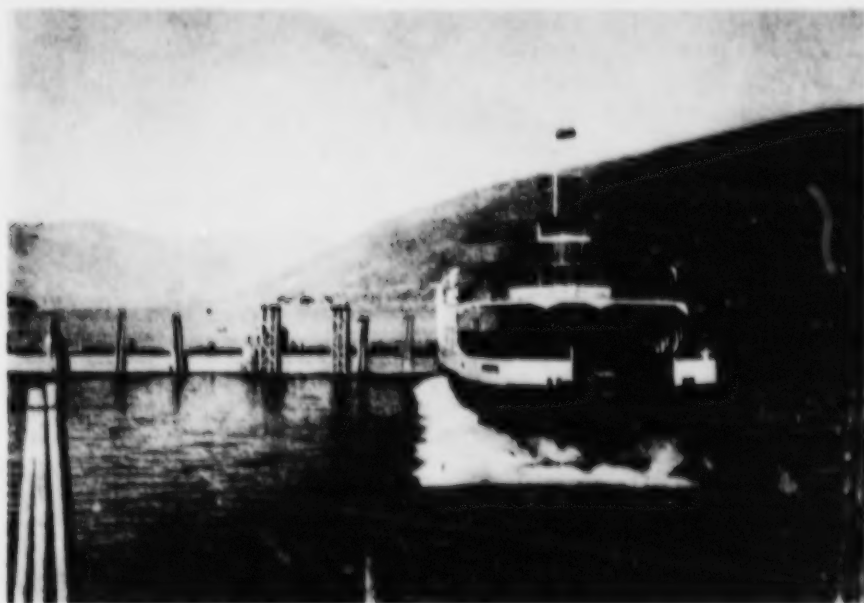
The Ministry has provided ferry service on this route since 1931. Previously the Canadian Pacific Railway Company's Lakes and River Service ran a number of steam stern-wheelers between Kootenay Landing, at the south end of the lake and Proctor on the Kootenay River about 24 km (15 miles) east of Nelson. In 1930 the CPR completed its railway between Proctor and Kootenay Landing, making the steamers employed on this service redundant. The Ministry meanwhile had been gradually extending the road up the east side of the lake and subsequently chartered the Canadian Pacific stern-wheeler NASOOKIN to provide continuing service. The Ministry chartered the vessel from April 15, 1931 until February 1, 1933 at which time it bought the NASOOKIN.



NASOOKIN in the Kootenay River near Fraser Landing. This steel sternwheel ferry was fabricated at Port Arthur, Ont., and shipped by rail in sections to Nelson where she was launched in 1913. In 1933 the Ministry bought the steamer, modified it and ran it until 1947. NASOOKIN's vehicle capacity was 30 cars and one bus. The picture was taken in 1946.

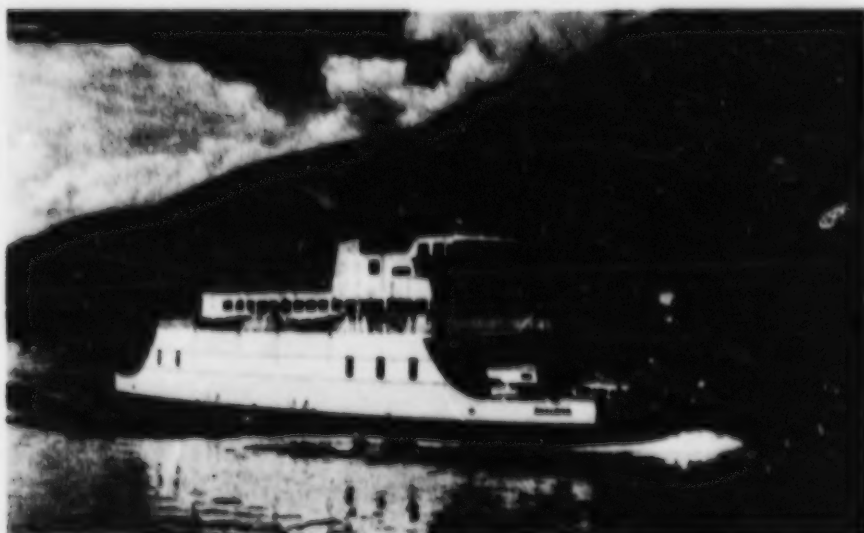


BALFOUR in the Kootenay River off Harrop not far from the Balfour Landing. This ferry is driven by three propellers. Two of them by units like large outboard motors set in wells on either side near the stern and the third is driven by a conventional centre line engine.



— Transportation and Highways photo

The launching of ANSCOMB, on October 17, 1946,
from the CPR marine ways at Nelson.



— Tourism British Columbia

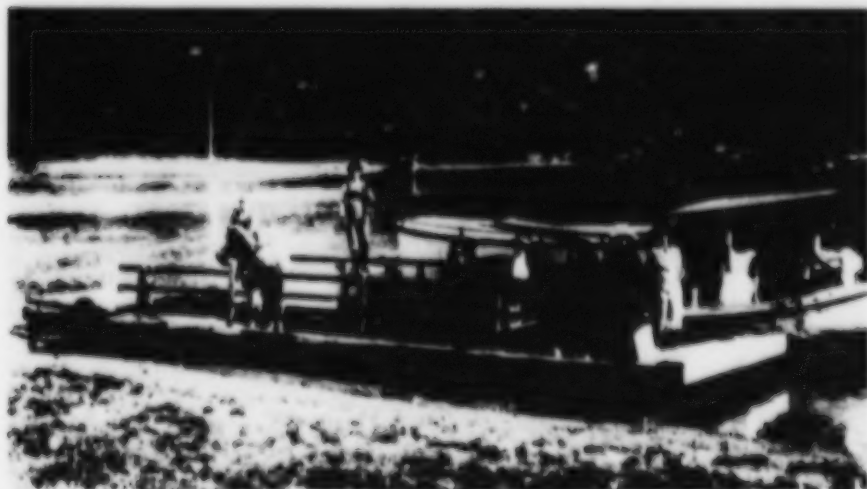
ANSCOMB near Balfour. In 1972 ANSCOMB was stripped to the car deck and completely rebuilt. This was the second major change to her superstructure. In 1980 the original house work was elevated to give a greater overhead clearance.

The NASOOKIN plied between Gray Creek on the east side of the lake and Fraser Landing on the west and remained on the route until 1947 when she was replaced by the newly built ANSCOMB. With the latter's commissioning the ferry terminals were moved to their present location at Balfour and at Kootenay Bay. This change cut the travel time in half. By 1954, increasing road traffic made it necessary to add a second ferry, the BALFOUR. The crossing time on this route is 40 minutes.

On the lower Fraser River the Ministry operates two ferry routes. Albion-Fort Langley and Barnston Island. These are the last of seven routes the Government has provided on the Fraser River between Ladner and Agassiz. At one time or another there were publicly owned or chartered ferries operating from Ladner to Woodward's Landing (1913-1959); New Westminster to Surrey (1884-1904); Mission to Matsqui (1911-1927); Harrison to Chilliwack (1887-1928); Ruby Creek to St. Elmo (1912-1916) and Agassiz to Rosedale (1907-1956). All but the first two named routes were established to provide farmers and settlers on the south side of the Fraser with access to the Canadian Pacific Railway on the north side. Before the coming of the railroad in 1885, the small settlements along the river were served by steam powered stern-wheelers. These were operated out of Victoria or New Westminster and at first went up river as far as Yale. Those on the river in later years ran from New Westminster downstream to Steveston and upstream to Chilliwack. Stern-wheelers served until well into the 1900's. The last one, the SKEENA, left the scene in 1928. However, the river steamers were not always convenient and this resulted in the implementation of ferries on the river.

ALBION FERRY

In recent years the extension and improvement of the road system and the building of bridges and a tunnel have eliminated all but one of the ferries crossing the Fraser River. This is the Albion-Fort Langley ferry although it is a late comer, interest in a ferry crossing in the vicinity dates back to 1919. At that time, and until the ferry was installed, the Government received a great many petitions for a service. Economic conditions precluded implementation until 1957 when the 18-car, 100-passenger T'LAGUNNA began operating as a toll ferry. The ferry was originally built for use between Agassiz and Rosedale, at that time she was known as AGASSIZ but was used there for only a short time before being transferred to the Ladner-Woodward's Landing route. She remained there until 1950 when it was returned to Agassiz. With the completion of the Agassiz-Rosedale Bridge in 1956 the ferry was transferred to Albion after being remodelled, re-engined and renamed. T'LAGUNNA began service at Albion on June 3, 1957.



— Provincial Archives Photo

The first motor driven ferry across the Fraser River between Agassiz and Rosedale was government subsidized service that began in 1907. In 1932 the Provincial Government placed its SEA WOLF at the crossing and called tenders for its operation, a practice that continued until 1951. The picture was taken about 1912.

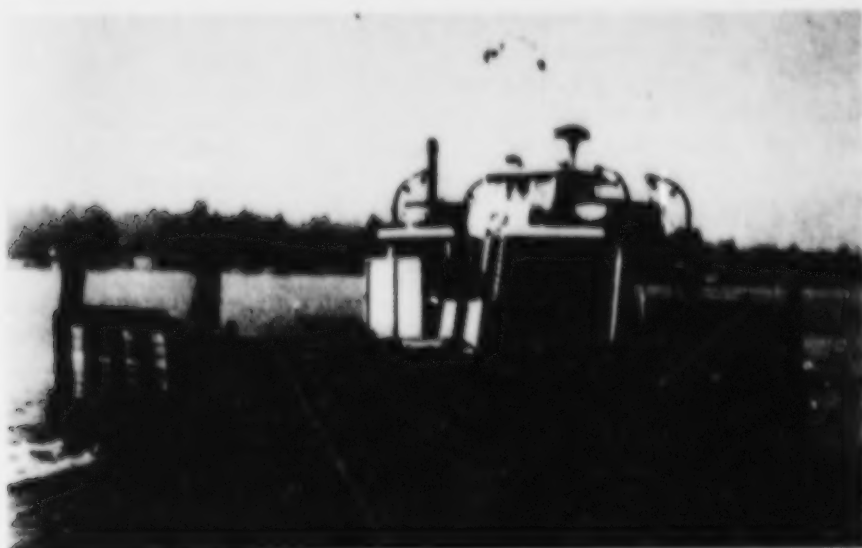
After the removal of tolls on this route in 1972, there was a marked increase in traffic with the result long waits were experienced at both terminals. As a consequence, during 1978, the Ministry placed the 26-car ferry KLATAWA in service and T'LAGUNNA became a standby ferry. However it was not long before the latter became a supplementary ferry as traffic continued to grow. With a further increase in traffic the Ministry, in 1985, placed KULLEET, sister ship to the KLATAWA, on the route. T'LAGUNNA then became a standby ferry until being sold in 1988.

In 1985 the Ministry repowered the KLATAWA with a new engine which allows for the use of compressed natural gas (CNG) and diesel fuel. With this KLATAWA became the first passenger ship in North America to operate with the cleaner burning and the less costly CNG. During 1988 the KULLEET was also re-engined to operate on this dual-fuel system.

BARNSTON ISLAND

The other ferry on the Fraser River is a tug and barge combination operating across Parsons Channel between Barnston Island and Port Kells on the south side of the river. The ferry serves the needs of farmers on the island.

Prior to the installation of a ferry service to Barnston Island the dairy farmers on the island transported their produce to market on the stern-wheelers. In 1913 after the CPR withdrew its last steamer from the river, farmers on the island presented the Government with a petition requesting



TLAGUNNA was built in 1931 for use between Agassiz and Rosedale. The ferry was also used between Ladner and Woodward's Landing before inaugurating the Albion-Fort Langley service. TLAGUNNA was sold during 1988.



KLATAWA and KULLEET, 26-car ferries provide 22 hour service on the Albion-Fort Langley route. These ferries are sister ships and were part of the Ministry's former coastal fleet.



— Transportation and Highways Photo

Tug CENTURION V with the ferry barge BARNSTON ISLAND No. 3 arriving at the Hjorth Road landing. At the Barnston Island side the vehicles are backed onto the ferry.

a ferry service. However, it was not until 1916 that a cable ferry was put into use. This ferry, formerly used across the Pitt River, did not prove to be suitable because of the amount of driftwood in the river and because the underwater cable became a snag for fishermen's nets.

During 1918 a gasoline powered launch and a small scow were used to take care of the passengers and the small amount of produce handled. As the production of milk on the island increased, so did the number of requests for a better ferry service. In 1921 an 11.6-m (38-foot) fish boat was purchased by the Ministry for use as a ferry. Because of the island's poor roads, trips were made around the island with this craft to collect milk at various points for delivery to Port Kells and transportation to mainland markets. The ferry made its trips around the island each day before beginning its regular run across Parsons Channel. Empty milk cans were returned late in the day when another trip was made around the island.

In 1930 with an increasing number of automobiles on the island as a result of improved roads, and an increase in population, the Ministry placed a wooden 9.8-m (32-foot) tug and a 10.0-m (36-foot) barge capable of transporting two vehicles, on the route. The ferry landed the vehicles at the sites presently in use. However the ferry tug continued to make its trips around the island to pick up the milk. By 1940 the launch had become obsolete and a new wooden tug was built as a replacement, this was the

10.6-m (35-foot) BARNSTON ISLAND. When the new tug began operating the ferry's daily circumnavigation of the island came to an end. In 1954 it was necessary to place a 16.4-m (54-foot) steel barge, BARNSTON ISLAND No.3, with a three vehicle capacity, on the route. During 1963 the wooden BARNSTON ISLAND was replaced by the 10.58-m (34.7-foot) steel tug BARNSTON ISLAND No.1. Commencing April 1, 1984 this ferry service was managed by Western Pacific Marine Ltd. of Vancouver after the Ministry called tenders for the operation of the Barnston Island Ferry. Under the terms of the contract, the Company supplies and mans the tug using the Ministry's barge. Ferry operation tenders are called every three years. The tug presently in use is CENTURION V. The Ministry's tug was moved into the Interior for use as an emergency tug.

Miscellaneous

DRYDOCKS

In order to give the certified ferries their periodic overhauls as required under the *Canada Shipping Act* the Ministry has two floating drydocks. The one for the Kootenay Lake ferries is located on the Kootenay River at Sunshine Bay west of Harrop. This drydock has a lifting capacity of 812 tonnes (896 tons) and it measures 60 m×15 m (200 feet×49 feet). Before 1955, the year the drydock was built, the Ministry overhauled its ferries on the CPR's marine ways at Nelson. The CPR ways were dismantled when the Company ceased operating tugs on Kootenay Lake.

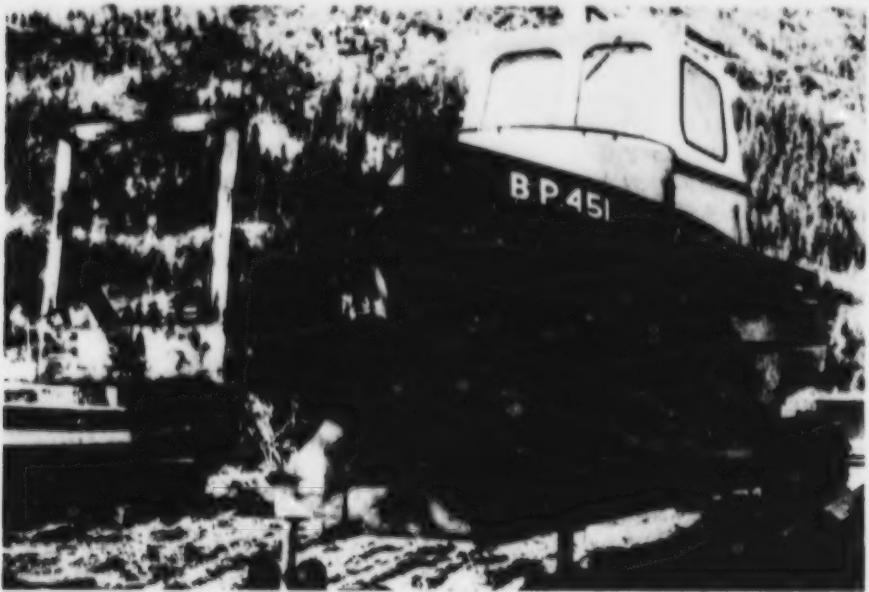
The other drydock is for the Francois Lake ferry and this is moored at Southbank. The 49.7-m×24.9-m (163-foot×82-foot) drydock has a lifting capacity of 1077 tonnes (1,187 tons). Prior to its construction, in 1976, the ferries were hauled out on a Ministry owned marine railway that was built for the FRANCOIS LAKE FERRY.

The Upper Arrow Lake ferries, GALENA and SHELTER BAY receive their overhauls at Shelter Bay where the concrete approach ramp to the ferry has been fitted with a marine railway. This railway can lift 518 tonnes (570 tons). The Ministry also maintains a workshop at this same site. The earlier ferries on the Arrow Lakes received their overhauls on the CPR's ways at Nakusp.



— Transportation and Highways Photo

The Ministry has two floating drydocks for overhauling the certified ferries on Kootenay and Francois Lakes. This photo shows OMINECA PRINCESS in the one at Southbank.



Tug B.P.451, when not in use is always ready for an emergency anywhere in the Province.

EMERGENCY TUGS

For emergencies throughout the Province's interior the Ministry has two transportable tugs, as well as a number of portable steel barges. The tug BP 451 is based at Nelson and the KEEFE at Southbank. When not in use the tugs are usually mounted on a trailer, or a trailer is readily available so that tug may be moved at a moment's notice.

The portable barges are made of steel watertight pontoons that can be easily transported by road or rail. The pontoons can be assembled in varying lengths and widths so as to provide a vehicle capacity varying from two to nine.

SUBSIDIZED FERRY SERVICE

The Ministry subsidizes only one service and this is on Shuswap Lake. Here the tug STEPHANIE with a six-vehicle barge owned by Shuswap Lake Service Limited of Sicamous operates from there to Anstey Arm and Seymour Arm of the Lake. The Ministry assists financially in the operation of the ferry service in order to ensure service to otherwise isolated settlements on the Lake. Under the terms of the *Ferries Act* tenders to provide the service are usually called every three years.

STEPHANIE leaves Sicamous three time a week and makes the round trip in a day. The Ministry has paid a subsidy to operators on the route since 1916 when a steamboat was in use.



Tug STEPHANIE and scow at the Sicamous terminal alongside the Trans-Canada Highway. The STEPHANIE is licenced to carry 18 passengers; the scow can carry six cars.

In the past the Ministry has subsidized or operated certified ferries on Okanagan, Skaha and Shuswap Lakes as well as on the Fraser River between Soda Creek and Prince George. The extension and the improvement to the highway system brought an end to all but the Shuswap Lake Service.

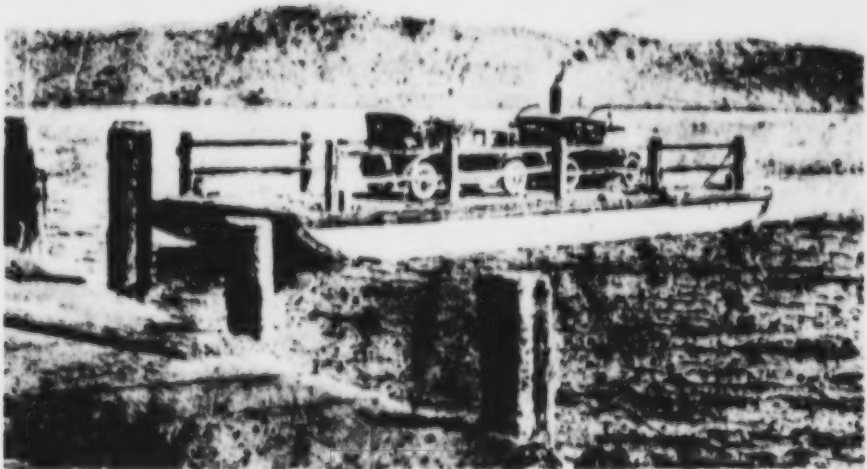
On Okanagan Lake the Ministry subsidized two routes, later taking one over in order to provide a more frequent and more adequate service. Both ferry routes, at the time they were established under the *Ferry Act*, provided additional passenger and freight transportation to the CPR's stern-wheelers operating between Okanagan Landing and Penticton.

The first ferry on Okanagan Lake, a privately owned one, was a scow that was rowed and the passengers did the rowing. A plank was removed from the deck and the passengers rowed as they sat with their feet down the hole. The scow was about 4.9 m x 3.7 m (16 feet x 12 feet) and three planks high. It could carry three heavy horses or five pack horses. Later others began to ferry travellers across the lake between Kelowna and what became known as Westbank.

As settlement increased, the local member of the Legislature was asked to give his support to the installation of a ferry and he succeeded. During 1905 the Ministry advertised "for the application for the charter of a ferry to ply between Kelowna and a point on the west side of the Okanagan Lake known as McLennan's Landing a distance of about one mile and a quarter."

The ferry had to make two trips a day each way, every day weather permitting and arrive at Kelowna in time to connect with the CPR steamer ABERDEEN. The successful bidder placed the motor launch SKOOKUM and a 12.1-m×4.9-m×1.2-m (40-foot×16-foot×4-foot) scow on the run. Service began on April 1, 1906. The fare was 25 cents for a passenger and \$1.00 for his horse. Later other operators took over the charter and subsequent ferries were the steamer CLOVELLY and the motor driven ARICIA. With the increase in automobiles and the completion of the Cariboo Road (now the Trans-Canada Highway) through the Fraser Canyon, and its effect on traffic to the Okanagan, the Ministry took over the ferry service in 1927. To provide better service the 28.7-m (94-foot) 15-car wooden hulled ferry KELOWNA-WESTBANK was commissioned. In 1939 because of the large amount of traffic being handled the Ministry had to place the 44.8-m (147-foot) PENDOZI, a 30-car steel ferry in service. As time went by and the number of cars using the ferry the Ministry increased the service. In 1947 the LEQUIME was added to the route while in 1950 a third ferry LLOYD-JONES, with a 35-car capacity, was put on the run. The service ended on July 20, 1958 when Okanagan Lake Bridge was opened to traffic. In the last full year of operation the ferries transported 534,373 vehicles on their 10-minute crossing.

The other Okanagan Lake ferry crossing was between Summerland and East Summerland, now known as Naramata. Ferry service began on March



The steam tug CLOVELLY was one of three vessels that were operated under a government charter between Kelowna and Westbank. The charter service began in 1906 and ended in 1927 when the Ministry placed its ferry KELOWNA-WESTBANK on the run.

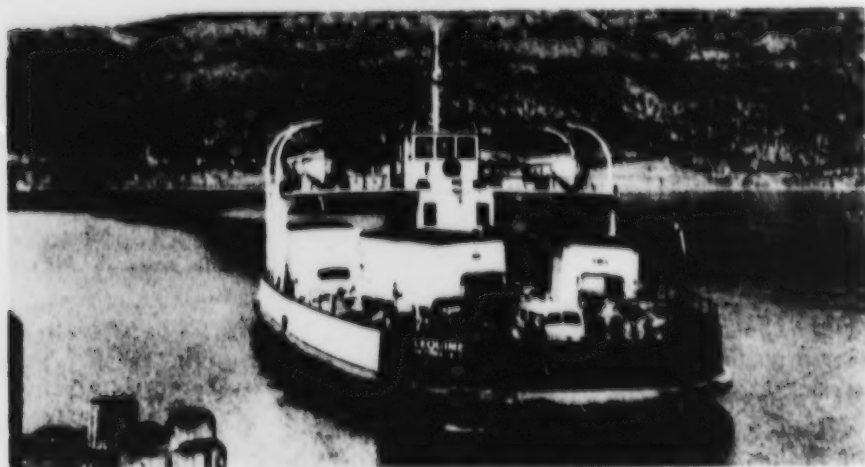
23, 1908 after the Ministry called tenders for the charter of a ferry to provide two crossings each day. Experiencing some difficulty with the steamship inspector the first two operators lost the charter since their boats did not come up to the required safety standard.

In October 1908 the charter was awarded to the Summerland Trust Company which in 1911, transferred its licence to the Okanagan Lake Boat Company with the approval of the Ministry. While the charter was for operation between Summerland and Naramata, this company made it a triangular run by stopping at Penticton on the way across the lake.

At various times through the years the Okanagan Lake Boat Company operated the MAUD MOORE a 12.2-m (40-foot) 20 passenger steamer, along with the motor launch SKOOKUM a 15.2-m (50-foot) vessel capable of carrying 50 passengers and later the 11.6-m (38-foot) TREPANIER which carried 12 passengers. In connection with these vessels the Company used two scows one 12.1 m (40 feet) and the other 9.1 m (30 feet).

As the road between Naramata and Penticton improved traffic on the ferry began to decline. This led the Ministry to cancel the subsidy to the Okanagan Lake Boat Company. The last ferry run was made on July 25, 1926.

In 1910 the Ministry provided a subsidy to James Ritchie of Summerland to assist and to assure passenger and freight service on Dog Lake (now Skaha) from the north end of the lake to Kaleden as well as to Okanagan Falls at the south end. At that time Kaleden was rapidly developing as a tree fruit growing area and there was a demand for large shipments of irrigation pipe, cement and other kinds of building material and freight. Most of the materials and equipment had to be shipped by rail from Vancouver to the



— Transportation and Highways Photo

LEQUIME, a 30-car ferry, served between Kelowna and Westbank for 11 years. presently known as FINTRY QUEEN the former ferry is now used as a restaurant as well as for Okanagan Lake cruises and is based at Kelowna.

CPR's terminal at Okanagan Landing near the north end of Okanagan Lake. From there the CPR's steamers delivered the freight to Penticton for transshipment by wagons to boats on Dog Lake.

Ritchie, who operated the launch KALEDEN and a scow, later sold his business to James F. Campbell and A.S. Hatfield who afterwards formed the South Okanagan Transportation Company. This firm bought two boats for the service, the first was the 12.1-m (40-foot) CYGNET which was followed in 1914 by the 9.9-m (32-foot) tunnel stern boat MALLARD. The latter was used on the Okanagan River as well as Dog Lake thereby eliminating the need for wagons.

The subsidy paid at commencement was \$1,000 a year, and in 1914 this was increased to \$1,250 a year for the navigation season. Subsidy payments ended in 1922 by which time the CPR had re-established its service on the Lake using the steamer YORK and rail car barges until 1930.

Government ferry service across Shuswap Lake began in 1914 after residents and settlers on the north side of the lake between Scotch Creek and Celista requested a ferry service between the public wharf at Sorrento and the one at Scotch Creek.

The first ferry was an unusual design made up of a 7.3-m×4.6-m (24×15-foot) platform placed over two 10.7-m (35-foot) pontoons. It was propelled by a gasoline engine placed at the forward end of the platform midway between the pontoons. There was a small housework over the engine and a steering station ahead of that. The ferry made four round trips a day. In mid-April 1920, while it was making its way across through a channel in the ice a wind came up closing the channel and crushing the pontoons. The damage to the ferry was extensive and it was condemned.

The passenger launch LOUISE and a scow was installed in its place. This type of service remained in use until 1931. In that year the Ministry put the newly built wooden G.B. WRIGHT, a 15.2-m (50-foot) 5-car ferry on the route. However traffic, like that on all other routes, was increasing and it became necessary to replace the G.B. WRIGHT with a more convenient ferry.

As a replacement the Ministry moved FRANCOIS LAKE FERRY from Francois Lake to Shuswap Lake. For the trip the ferry was cut into sections then transported by rail to Chase on Little Shuswap Lake.

Here the 6-car ferry was reassembled as a more modern craft and emerged as ROLF BRUHN which began operating in June 1952 making eight round trips a day.

With the improvement of the highways on both sides of the lake ferry traffic began to decline and this caused the Ministry to end the service. ROLF BRUHN's last trip was made on April 13, 1956. This did not end her career. After another surgery job and reassembly at the coast ROLF BRUHN initiated ferry service to the pulp mill at Woodfibre. Finally after 55 years of service and use on two other coastal routes she was sold in 1977.



— Transportation and Highways Photo

G.B. WRIGHT, a five-car ferry that operated for 21 years on Shuswap Lake between Scotch Creek and So. mento.



— Provincial Archives Photo

Stern-wheel steamer B-X of the British Columbia Express Company at the Guesnel landing. For two seasons the Ministry subsidized the Company's passenger and freight service to assist the settlers along the Fraser River between South Fort George (Prince George) and Soda Creek.

The subsidized service on the Fraser River was between South Fort George (Prince George) and Soda Creek 241 km (150 miles) downstream. A payment of \$10,000 a year was made to the British Columbia Express Company to provide freight and passenger service to the people living along the river. In the service the Company's stern-wheel steamer B-X made two trips a week during the navigation season (usually from May to October)

B-X's schedule showed that the steamer left South Fort George at 7 a.m. on Tuesdays and Fridays for Soda Creek and 14 stopping places in between. The down river trip took 11 hours. On its return B-X left Soda Creek at 7 p.m. on Tuesdays and Fridays and arrived at South Fort George at 9 p.m. on the Thursday and Sunday — a 50-hour journey.

At that time (1918) the road to Quesnel, on the east side of the Fraser River did not exist although it was possible to drive to Quesnel by way of the Blackwater Road on the west side of the river and cross over on the Quesnel reaction ferry. The cost of transporting a car in B-X between Prince George and Quesnel, a 128-km (80-mile) trip was \$20 for car and driver.

On August 30, 1919 the B-X grounded near Fort George Canyon about 24 km (15 miles) south of Prince George. While salvaged the following year the steamer was damage beyond repair. The Company's B.C. EXPRESS continued the service until the need for the subsidy ended with the opening of the highway on the east side of the Fraser River between Quesnel and Prince George in 1920.

When it was not feasible to install a conventional type ferry, the Ministry has, in the past, overcome the problem by making use of other means of crossing the river.

One such case was at Usk, where in winters gone by the huge ice floes made it impossible to use a rowboat type ferry, as were used elsewhere in the Province at the time. The Road Foreman decided to install a hand-operated basket-type ferry between the reaction ferry's towers. This was fitted with a haul back arrangement. The system was not a success owing to sag in the wire rope. Because of the 800-foot span, it was too hard for the operator to make the pull up to the landing. His solution to the problem was to construct a foot bridge, and suspend it from the ferry's traveller cable. From this he attached a series of wire ropes to support the bridge allowing for a clearance of about 8 feet above high water. As luck would have it the winter of 1916 was unlike any other and the Skeena River rose five feet in a few hours. The rise in the water level along with the huge chunks of ice moving down the river, took out the bridge. Undaunted by the mishap a second shorter bridge of the same type was built and this proved to be a success.



In 1916, because of problems crossing over the ice of the Skeena River at Usk, the road foreman built the above bridge which was attached to series of wires that were suspended from the ferry traveller cable. The foot-bridge, at its lowest point was about 2.5 metres (8 feet) above the ice.

In some areas of the Province ice bridges were built to replace the ferry when the river was frozen. This type of bridge was made by laying down logs made from small trees, in corduroy fashion, and covering them with water. When the water was frozen another layer of logs was laid and more water applied. This action was repeated until the desired thickness of ice, to support the anticipated loads, was obtained. Such bridges were usually built at the ferry site so it was not necessary to build an approach road.

Another unusual ferry designed to overcome ice, as well as driftwood, was operated over the Fort Nelson River in the Peace River District, 70 km (44 miles) northwest of Fort Nelson on Liard Highway 77.



In the winter during the construction of Highway 97 between Dawson Creek and Prince George the Pine River was an obstacle to overcome. During the winters of 1945 to 1947 an ice bridge was built over it in order continue the movement of men, supplies and heavy equipment. The reaction ferry used at the site can be seen on the river bank. Completion of the East Pine Bridge in 1947 ended the need for further ice bridges and the ferry.

This was the diesel-powered, cable-operated hoverlift ferry TSIMEH which began service in 1979. The ferry had three engines, two to operate the fans for the lifting action and the other to operate the winch which pulled the ferry over the river by the same type of equipment as used in a cable ferry. TSIMEH was capable of lifting 73 tonnes (80 tons) or three cars and one semi-trailer unit.

Unfortunately the ferry was partially destroyed during November 1982 when a heater set fire to the machinery. An ice bridge was then built to accommodate traffic. In the Spring of the following year service was provided by a chartered tug and barge. The need for a ferry ended when a bridge was completed in 1984.

A unique ferry installed by the Ministry was the North Bend Aerial Ferry which operated over the Fraser River between Boston Bar and North Bend (on the west side of the river), about 257 km (150 miles) east of Vancouver. At the time North Bend, a divisional point on the Canadian Pacific Railway, had no connection to the main highway on the east side of the river.

The North Bend Ferry consisted of a cable car running on two 44.5-millimetre ($1\frac{3}{4}$ -inch) cables that were suspended between a tower on the west bank and an anchor block on the east bank of the river. An electric winch moved the cable car across at a height of about 9 m (30 feet) above normal highwater. The crew consisted of two people; one aboard the cable car and the other operating the winch. The crossing time for the ferry was about three minutes. Even though the ferry's carrying capacity was only one car or 40 passengers in its latter years, the ferry basket carried over 76,000 vehicles of all types and 165,000 passengers, excluding drivers. The ferry operated 24 hours a day.

The reopening of the Cariboo Road (now known as the Trans-Canada Highway) in 1927 prompted the residents of North Bend to petition the Ministry for a ferry across the river in order to give them access to the main highway. The Road had been closed since 1886 when construction of the CPR had destroyed many sections of the Royal Engineer's Cariboo Road.

When the road was formally opened on May 24, 1927, travellers had to pay a toll which was used to pay for maintenance costs of the road. The toll charge, which was collected at a point east of Yale, was lifted during 1947.

An aerial basket was selected for the crossing because of the river and its topography. The Fraser at North Bend flows between steep banks while the variation in the level of the river between high and low water made the building of a road costly. Travel across the river before the aerial basket ferry started service on March 15, 1940 was by privately owned canoe or rowboat that carried mail and passengers and operated three days a week.

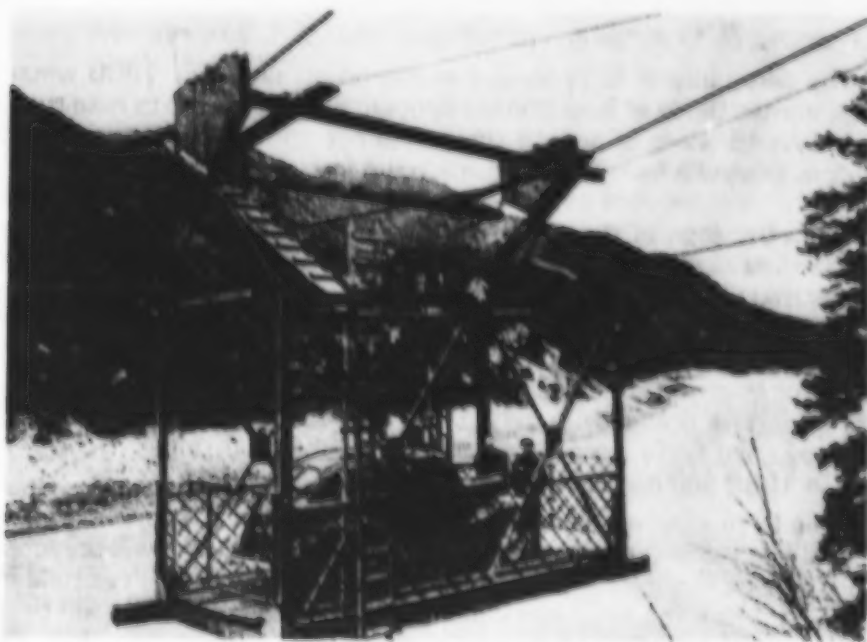
The aerial basket ferry service ended on January 28, 1986 when a bridge across the river was officially opened. It is of interest to note that in the ferry's 45 years of service there was not one serious accident. The bridge is located a few metres downstream from the ferry site.

From the start of their operation the cable and reaction ferries have been toll free, except after regular hours. This was the policy for ferries in unorganized areas in order to encourage settlement. Initially all the ferries on certified routes charged a toll. There was one exception this being the Francois Lake Ferry, although like the reaction and cable ferries there was a charge for emergency service after regular working hours. The fares on the certified ferries presently in service were removed at various times; the Kootenay Lake Ferry were discontinued in 1963, the Upper Arrow Lake Ferry in 1968 and on the Albion Ferry in 1972.

Free ferries did not please everyone. In 1917 at the former Ladner-Woodwards Landing ferry on the Fraser River the Ministry was presented with a petition requesting the implementation of tolls. This was because the people for whom the ferry was intended were being inconvenienced by the large number of people making unnecessary trips and by sightseers. In August 1919 the Ministry placed toll charges on the ferry run and this soon



The unique NORTH BEND AERIAL ferry linked the communities of Boston Bar and North Bend. The basket ferry system was used for 46 years when it was replaced by a bridge. The crossing distance was 369 m (1,210 feet) and it took about three minutes to cross the Fraser River.



The NORTH BEND AERIAL ferry as it appeared when service began in March 1940.

achieved the desired results. This then led to the placing of tolls on ferries in more settled areas where traffic was mixed (commercial and local residents), while ferries in unorganized and sparsely settled areas remained toll free.

In the future some of the ferries now in use will be replaced by bridges or by new roads, or their route will be shortened because of the demand for faster transportation. However there is every indication that Government will be providing ferry service for some time to come.



APPENDIX 1

The Ministry of Transportation and Highways, until 1985, operated a fleet of ferries along the British Columbia coast. This service began in 1954 when the Ministry placed a small ferry on the Buckley Bay-Denman Island ferry route which it had previously subsidized.

Over the next 21 years 16 ferries were built and four others purchased to serve a further 10 routes that the Ministry established as the need arose. The greater number of the routes were to the islands off the east coast of Vancouver Island. The demand for additional ferry service increased as a result of several factors. These were improved roads to and on the islands, as well as an increase in population and in vehicles. In addition, during 1952, a drive on/drive off ferry system had been established between the Lower Mainland and Vancouver Island by Black Ball Ferries Limited and this soon brought about a change to the established means of travel. This ferry run, between Horseshoe Bay on the Mainland and Departure Bay on Vancouver Island, near Nanaimo, not only made a quicker crossing than that provided by the CPR's steamer services to Nanaimo and to Victoria, but it also made more frequent trips.

In turn travel to the islands off Vancouver Island increased and the need for larger ferries, on the several government subsidized routes, became apparent with the result the Ministry systematically took over these routes. In other cases a ferry service was installed after the steamship companies, that had provided service, gradually withdrew their ships leaving the island without transportation.

The Ministry operated ferries on the following routes which are listed in order of establishment:

Denman Island: This operation began on April 21, 1954 when the Ministry placed the 8-car, 40-passenger ferry, CATHERINE GRAHAM, on the Denman Island-Buckley Bay (Vancouver Island) ferry route which it had subsidized since 1930. The Ministry decided to take over the service after the operator submitted a higher tender than the Ministry was prepared to accept. Traffic on the route soon began to increase and by 1967 it was necessary to add a supplementary ferry to cope with the loads. This saw the Ministry add the tug GEORGELLA and a barge capable of transporting 10 cars. As travel to both Denman Island and nearby Hornby Island continued to increase it became necessary to add a larger ferry. In 1973 the 26 car ferry DENMAN QUEEN (renamed KLITSA) replaced the CATHERINE GRAHAM and the tug and barge. During 1978 the larger KAHLOKE took over the route.

Woodfibre: The second ferry run the Ministry established was the Britannia Beach (later this terminal was moved to Derrell Bay, near Squamish) to Woodfibre. This run began as a means of carrying workers who lived in the Squamish area to the pulp mill at Woodfibre. The Ministry

began operating the route on May 6, 1957. The first government ferry to be used on this service was ROLF BRUHN. During 1961 the 16-car GARIBALDI, took over. In 1963 the GARIBALDI II which was designed to carry more passengers than vehicles put into service. During 1984 this route was taken over by the pulp mill owner with the ferry being bare-boat chartered to the operator.



CATHERINE GRAHAM was the first Government owned and operated ferry in the Ministry's former Coastal Service. The ferry was employed on the Buckley Bay-Denman Island route until February 1973 after nearly 20 years of service. The picture was taken in 1966.



GARIBALDI II was designed to carry more passengers than vehicles. This ferry's operation is paid for by the owner of the Woodfibre pulp mill.

Thetis Island: The next ferry run established was from Chemainus to Preedy Harbour on Thetis Island. Service to Thetis Island began on March 18, 1959 with the seven-car, 40-passenger ferry ETHEL HUNTER. A few years later Kuper Island was included in the ferry's scheduled trips. During 1976 it was necessary to add the 26-car ferry KULLEET to handle the increased vehicle and passenger traffic from and to the two outer islands.

Quathiaski Cove: This ferry route, between Quathiaski Cove on Quadra Island and Campbell River on Vancouver Island, began as a subsidized passenger-only operation during 1949 after being long sought by the residents of Quadra Island. The subsidized ferry operator, on his own, provided an unscheduled vehicle service to and from Campbell River with a two-car landing barge which was pushed by a tug. In addition many people had their cars moved off the Island by CPR and Union Steamship steamers. When these companies gave up service between the Lower Mainland and mid-coast areas the Ministry was petitioned to establish a car ferry service. On April 8, 1960 the 16-car ferry QUADRA QUEEN, (now known as NICOLA) went into service. By 1969, with a marked increase in travel to and from Quadra Island as well as the commencement of ferry service to nearby Cortes Island, from Quadra Island, it was necessary to place the 30-car ferry QUADRA QUEEN II on the route.

Gabriola Island: Scheduled ferry service to this island from Nanaimo began on August 1, 1931 when the Ministry granted a ferry charter to Higgs Gabriola Ferry Limited. The Ministry took over the ferry run during 1961 placing the 16-car ferry WESTWOOD in service. Later with rapidly increasing traffic it was necessary to build increasing larger capacity ferries. Over the next few years four new ferries, each larger than its predecessor, succeeded one another on this route. In order of service these were KLATAWA (26 cars), KAHLOKE (30 cars), QUINITSA (50 cars) and GUINSAM (70 cars).

Comox-Powell River: Ferry service between Comox and Powell River (Westview) began on March 25, 1965, some 14 years after the CPR gave up their steamer service which had provided thrice weekly service to Powell River and Comox with weekly service to Denman and Hornby Islands. The first ferry to operate on this 27.4-km (17-mile) run was named COMOX QUEEN. Later two much larger ferries were used on the run, these were SECHELT QUEEN in 1976 and PRINCESS OF VANCOUVER in 1982.

Alert Bay-Sointula-Port McNeill: Ferry service between these points began as a result of the School District consolidating the schools in the Port McNeill-Port Hardy area. On September 7, 1966 the ferry SOINTULA QUEEN, the former West Vancouver ferry WEST VANCOUVER No.6, began carrying students from Alert Bay and Sointula to Port McNeill. With improved road connections to the rest of Vancouver



QUADRA QUEEN II, a 30-car ferry, was built for use between Guethiaski Cove, on Quadra Island, and Campbell River, on Vancouver Island. The Ministry had two ferries of this type, the other is TACHEK formerly TEXADA QUEEN.



NICOLA, with a 16-car capacity, was the first of three similar ferries that the Ministry found to be suitable for use on the coastal routes in open waters that are subject to rougher crossings. The ferry was built as QUADRA QUEEN and later renamed CORTES QUEEN and then NICOLA. The other ferries of this class are ALBERT J. SAVOIE and NIMPOSH.



PRINCESS OF VANCOUVER, the largest ferry in the former Highways Coastal fleet was acquired from the CPR. She was converted to a bow loading ferry by the Ministry.

Island the public petitioned the Ministry to establish a car ferry service. On July 17, 1979 the 16-car ferry NIMPKISH was put into service. Since that time traffic has increased and a 30-car ferry now serves the area.

Texada Island: Ferry service between Westview (Powell River) and Blubber Bay on Texada Island began as a subsidized route after the withdrawal of steamer service by the CPR and inability of the other companies to provide acceptable service to the Island. The first ferry on the route was ATREVIDA a five-car ferry, which began operating on May 28, 1955. Later industrial development on the Island made it necessary to add a much larger and more convenient ferry. In 1969 the Ministry built the 30-car ferry TEXADA QUEEN (later renamed TACHEK), and took over the route. During 1979 the ferry NORTH ISLAND PRINCESS was assigned to the Texada Island route.

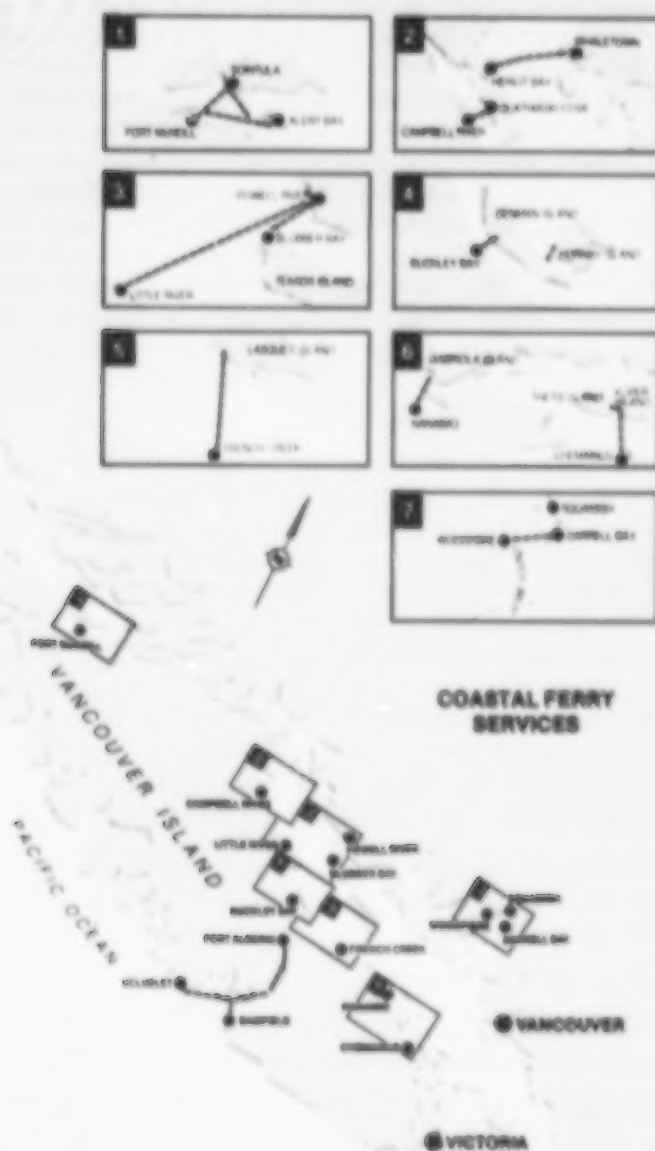
Hornby Island: This route from Shingle Spit on Hornby Island to Gravelly Bay near the south end of Denman Island began as a subsidized run on December 23, 1953. Effective October 16, 1971 the Ministry began operating the small ferry ROLF BRUHN on the route until the larger ferry ALBERT J. SAVOIE was placed in service a short time later.



SOINTULA QUEEN was purchased by the Ministry for use as a "school bus" serving between Alert Bay on Cormorant Island, Sointula on Malcolm Island and Port McNeill on Vancouver Island, after the secondary schools in that area were consolidated at the latter point. The photo was taken in 1969.



QUINITSA, a 50-car ferry, was built for the Gabriola Island-Nanaimo route. This ferry is propelled by four "Z" drive units, two on either side at each end. QUINSAM, a similar ferry, took over the route in 1982.



MAP SHOWING FERRY ROUTES ESTABLISHED BY THE MINISTRY OF TRANSPORTATION AND HIGHWAYS NOW SERVED BY THE BRITISH COLUMBIA FERRY CORPORATION.

"In addition the Ministry established a service between Alliford Bay and Skidegate in the Queen Charlotte Islands."

Cortes Island: Left without transportation after the withdrawal of steamer service in 1959 the residents of the island were forced to use costly water taxis or aircraft and to have their heavy freight and vehicles moved by tug and barge, also a costly arrangement. Despite many briefs and petitions requesting a government owned and operated passenger and car ferry service it was not until November 23, 1969 that such a service was installed. At that time the 16-car ferry CORTES QUEEN began operating from Heriot Bay on Quadra Island to Whaletown on Cortes Island. Later on the newer ferry NIMPKISH was placed on the 9.9-km (6.2-mile) run.

Queen Charlotte Islands: The Ministry's first involvement with this ferry service was in 1969 when it paid a subsidy to assist a company in its operation of a tug and barge ferry service between Alliford Bay and Skidegate. In 1975 the Ministry took over the route and provided the more convenient and faster 26-car ferry KWUNA.

Kelsey Bay to Alert Bay: Ferry service between Kelsey Bay and ports in the Alert Bay area was first provided by the private sector. In the 1950's three firms were involved in the early stages of the ferry/freight service from Kelsey Bay to Telegraph Cove, to Alert Bay to Sointula and to Port McNeill. In the end Coast Ferries Limited became the sole operator with its ISLAND PRINCESS. During 1969 this Company sold out to the British Columbia Ferry Corporation which enlarged and changed the ferry from a mono-hulled craft to a catamaran type and renamed her NORTH ISLAND PRINCESS. In late 1977 the ferry route was transferred to the Ministry. With the completion of the Island Highway between Sayward and Port McNeill ferry service was terminated.

In addition to the above-mentioned routes the Ministry also subsidized the operation of three passenger-only routes that were privately owned and operated. These services were:

Alberni to Bamfield and Ucluelet: the LADY ROSE.

Lasqueti Island to French Creek (near Parksville): the CENTURION IV.

Prince Rupert to Digby Island: the fast launch MAHIMAH.

Effective midnight October 6, 1985 the Ministry's Coastal Ferry fleet, terminal buildings, docks and equipment were sold to the British Columbia Ferry Corporation. The subsidized routes were also included in the transfer.

APPENDIX 2

Over the years the administration of provincial highways has come under a number of departments or ministries. In order to avoid confusion the term "Ministry" has been used throughout this outline rather than the appropriate name for the period.

The Land and Works Department which succeeded the Lands and Works Department of the Crown colony period was established by authority of the *Constitution Act of 1871*. The Department was made responsible for highways and they were administered by a Chief Commissioner of Lands and Works who was appointed in November 1871. He was assisted by the Surveyor General, then in 1891 by a Deputy Commissioner.

In 1899 the Department was divided into two branches, the Lands Branch and the Works Branch, headed by the Public Works Engineer. Since that time the following changes have been made (date given is that of Royal Assent, except as noted).

- May 7, 1908 — Department of Public Works.
- Mar. 15, 1955 — Department of Highways.
- Jun. 30, 1976 — Department of Highways and Public Works.
- Sept. 27, 1977 — Department became Ministry (*Ministerial Titles Amendment Act*)
- Dec. 5, 1978 — Ministry of Transportation, Communications and Highways *
- Nov. 23, 1979 — Ministry of Transportation and Highways *

* Change made by Order in Council.

BRITISH COLUMBIA FERRY CORPORATION

Like the Ministry of Transportation and Highways the Ferry Corporation has had several changes of name and jurisdiction.

Originally the ferries were under the British Columbia Toll Highways Authority with the general manager reporting to the Legislature through the Minister of Highways. With the removal of tolls from the Highway system the new entity 'British Columbia Ferry Authority' was created on April 1, 1964. The name was changed again on February 16, 1968 when it became British Columbia Ferries, a division of the Department of Highways. On May 18, 1973, by an Order in Council, British Columbia Ferries was transferred to the newly created Department of Transportation and Communications. A further change took place on June 30, 1976 when by an Act of the Legislature the British Columbia Ferry Corporation came into being. The Chairman of the Corporation reports to the Legislature through the Minister of Transportation and Highways.

APPENDIX 3

Details of Service — Reaction and Cable Ferries

Route Name	River	Type	Location	Capacity		Crossing Time (minutes)	Hours of Service per Day	Service Commenced
				Vehicle	Passenger			
Arrow Park	Columbia	Cable	25.7 km south of Nakusp (16 miles)	28	75	5	16	1926
Big Bar	Fraser	Reaction	64.4 km north of Lytton (40 miles)	2	12	5	10	1894
Glade	Kootenay	Cable	22.5 km west of Nelson (14 miles)	8	50	3	21	1955
Harrap	Kootenay	Cable	24.1 km east of Nelson (15 miles)	10	50	5	24	1925
Little Fort	N. Thompson	Reaction	86.9 km north of Kamloops (54 miles)	2	12	5	9	1912
Lytton	Fraser	Reaction	2.4 km north of Lytton (1.5 miles)	2	20	5	11	1894
Marguerite	Fraser	Reaction	54.7 km north of Williams Lake (34 miles)	2	12	5	14	1917
McLure	N. Thompson	Reaction	43.5 km north of Kamloops (27 miles)	2	12	5	9	1919
Needles	Columbia	Cable	57 km south of Nakusp (36 miles)	40	150	5	24	1926
Link	Skeena	Reaction	22.0 km east of Terrace (14 miles)	2	12	5	14	1913

APPENDIX 4

Details of Service — Certified Ferries

Route Name	Description		Distance (km)	Distance (miles)	Crossing Time (minutes)	Number of Round Trips per Day		Vehicle Service Commenced
	From	To				Winter	Summer	
Alton	Alton	Fort Langley	0.8	0.5	10	22 1/2-hr. service		1957
Upper Arrow Lake	Shelter Bay	Galea Bay	5.1	3.2	30	19	19	1926
Francis Lake	Southbank	Francis Lake	3.2	2.0	15	16	17	1917
Kootenay Lake	Bellour	Kootenay Bay	8.8	5.5	45	10	18	1931
Barnston Island	Barnston Island	Port Kells	0.8	0.5	5	18-hr. service, continuous on signal		1930
Subsidiary Route								
Shuswap Lake	Scamoux [A] Scamoux	Seymour Arm [B] Anstey Arm [C]	72.4 48.3	A-B-45 A-C-30		1	1	1947

APPENDIX 6

THE MEANING OF NAMES FOR PAST AND PRESENT MINISTRY-OWNED FERRIES

- AGASSIZ — name of the town where Captain Lewis Agassiz pre-empted land in that area in 1862.
- ANSCOMB — after Herbert Ancomb, Minister of Public Works from 1941 to 1945.
- BALFOUR — after community at the ferry terminus on West Arm of Kootenay Lake.
- CATHERINE GRAHAM — after girl who was born aboard Denmen Island ferry MONIKER in 1937.
- EENA — the Chinook word for "beaver".
- ETHEL HUNTER — after the oldest living pioneer on Thetis Island, at the time ferry service began.
- GALENA — after the bay of that name.
- GARIBALDI — after the mountain in the near vicinity.
- G.B. WRIGHT — after Gustavus Blin Wright, road contractor who built the Clinton to Alexandria section of the Cariboo Road.
- JACOB HENKEL — after a pioneer farmer in the Francois Lake area.
- KAHLOKE — a Chinook word for a swan or other aquatic bird.
- KEEFE — after John H. Keefe who settled in the Francois Lake area and in 1909 established Keefe's Landing from where the ferry OMINECA PRINCESS now operates.
- KITCHEXCHEN — an Indian word for people of the Skeena.
- KLATAWA — a Chinook word meaning "to go".
- KLITSA — after the mountain near Sproat Lake (means "chalk white").
- KULLEET — after the bay a few miles north of Chemainus (also the name of an Indian tribe in the area).
- KWUNA — name of the point of land where the ferry lands at Alliford Bay (in the Heida language the word means "point").
- LARDEAU — after the river and the town of that name.
- LEQUIME — after Bernard Lequime, a pioneer trader and postmaster at Okanagan Mission.
- LLOYD-JONES — after David Lloyd-Jones, a pioneer settler and businessman of Kelowna.
- NASOOKIN — an Indian word meaning "queen of the lake".
- NEEDLES — after the community where the Needles, formerly "The Needles" was named for the needle-like sandspits that extend into the lake.
- NICOLA — after the lake and river near Merritt, the name is derived from that of the Indian Chief Nkwala.
- NIMPKISH — after the river and lake, derived from the Indian word for a mythical fish, like a halibut.

- OMINECA — range of mountains, electoral district and a river. Sekenni Indian word meaning "lake-like or sluggish river".
- PENDOZI — more correctly Pandosy after Father Charles M. Pandosy, the first missionary in the area.
- QUINITSA — the old spelling for the present Kwintsa (River) — Indian word meaning "place of the beaver".
- QUINSAM — after the river near Campbell River, this is an Island-Comox-Coast-Selish word meaning "resting Place".
- ROLF BRUHN — after Minister of Public Works (1929-1932) who was a member for the riding where the ferry once operated.
- TACHEK — name of a river and mountain in the Omineca District.
- TENAKA — name of a river in the Peace River District.
- TLAGUNNA — The Indian word for "Golden Ears", the name of a mountain that is visible from the ferry site.
- TSIMEH — after river in the Peace River area that flows into the Fort Nelson River near the ferry site — the name means "bird".
- WESTWOOD — After E. C. Westwood, former Provincial Cabinet Minister for the Nanaimo area.

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